

Wednesday
March 20
1805

This 24 hour began with Bright Wind
From the NW Course stood to the north
All hands busy Employed on the Mizen attended
with a high swell from the NW
Middle Part Light Showers of Rain & the
Part on Board the Main Sail to Repair Set
up Fore & Main Shrouds & Car. This
L.H.D. is 22-51 North Length 57-07 West

Thursday
March 21
1805

This 24 hour began with light air & calm
attended with high swell from the NW
Bent the Main Sail All hands busy Employed
on the Mizen and painting the Ship
Saw one Sail to the NW & the Part
Light air At NW Course to the NW
L.H.D. is 22-52 North Length 57-10 West

Friday
March 22
1805

This 24 hour began with light air at
NW Course to the north Saw one Sail
to the NW at 2 AM spoke a Ship
unknown from within Board Drachine & the
Part Employed Blacking the Churns & one
Ship to the NW & Car. This
L.H.D. is 23-53 North Length 57-10

Saturday
March 23
1805

This 24 hours began with light air
and calm At 2 PM Ws. Breeze & by
the Captain's Order at 32 Gun
Salute All the middle & the Part
to Car. L.H.D. is 23-54 S. 97 57-14

Sunday
March 24
1805

This 24 hours began with light air
and calm Middle Part the same
L.H.D. Part of the Breeze at NW Course
was S. 4 Ship Sail to Car. This
L.H.D. is 23-55 North Length 57-15 West

Monday
March 25
1805

This 24 hour began with little breeze from the WNW Ourselves were at 4 took in the light sail. With at noon saw one sail to the east at 4 AM took ship to the WNW to the east about main and mizzen the sail. Saw several sail bound to the S. E. Lat. $25^{\circ} 35'$ Long. $58^{\circ} 43'$

Tuesday
March 26
1805

This 24 hour began with brisk wind from the NW at 4 AM shifted mizzen top sail. hauled top S. sail. Middle part shifted fore top sail. Little part set out the fore S. A. Main top S. sail. Wind variable from north to NW & hauled up WNW and NW. Saw one sail S. E. Lat. $25^{\circ} 50'$ Long. $58^{\circ} 11'$

Wednesday
March 27
1805

Light part began with brisk wind from the north hauled up WNW hauled main top S. sail. Employed repairing main top sail. At 7 AM sighted the top sail hauled out the fore part. More midmast set out the fore S. A. top S. sail S. E. Lat. $26^{\circ} 46'$ North Long. $60^{\circ} 57'$

Thursday
March 28
1805

This 24 hour began with little breeze from the NW Ourselves were Main stay sail. Shifted mizzen middle part. Little part employed repairing the rigging S. E. Lat. with hazy weather Lat. $28^{\circ} 23'$ Long. $61^{\circ} 42'$ W. A

Mon^{day}
March 3rd
1808

This 24 hour Begin with Bright Wind from
the NW & Coast NW & NW saw one ship head
to the NW saw plenty of Gray Gulls
At 8 Am Sound S. A. N. Bottom S. A. out
the ship S. A. Mering sails Sterid with the
At 10 and light Air At 8 Am Sound
S. A. N. Bottom S. the Boat Boat the Pells and
Chined the other end to the Main Mast saw
Brook made of Sannets so end the wind At 10
At the Bay also 139-19 with 68-24 with

Thurs^{day}
April 4th
1805

This 24 hour Begin with gentle breeze from the
SW & Coast with saw number of eads fish
floating on the water we caught 10 of them
and found them to be very good At 4 Am
Spoke of Brigg from New York Bound to New
told us New York light here NW & NW
we sound S. A. Bottom is 40 fathoms fine Gray
saw third wind with light wind and clear
At 11 the sound S. A. Bottom is 36 fathoms
saw Bottom At 6 Am Sound is 32 fathoms
At 11 the saw Montey light Baring NW
5 hour drift At Maradan Black Island Bone
NW & 4 hour drift Coast NW & NW saw number
of ships S. A. the Bay also 40-56 with

Thurs^{day}
April 5th
1804

This 24 hour Begin with gentle breeze
from the NW & Coast NW & NW At 4 Am
saw Gray head Baring NW & NW
At 5 the saw NW Mans land Baring NW
5 hour drift At 6 took 2 light At 7
with At NW double drift the S. P. sails
and Boat down to the NW (Phrag) Boat
the weather passing thick NW out back
and came to Anchor At the Cove with the
Boat Bower in 5 fathoms with the
At the late Port sent down bone and rise
t. p. S. Mift so end this 9m
Bear the ship Lady Adams

Saturday
April 6
1805

This 24 hours begin with moderate weather
W.D. from the N.E. At 2 P.M. came in the
Ship, Alliance Capt. Gardner Little Port came
in the lively packet and brought us 2 Cables which
we took on board and bent it to the S.E. with
hard Sails from the E.O.E.

Sunday
April 7th
1805

This 24 hours begin with the weather more
moderate have up the Bight Bower and set 8
the Small Bower At 3 P.M. set under way
in company with number of vessels At Navaden
Anchored At the Bar in 6 fathoms water with the
Bight Bower S.E. W.D. At S.W.

Monday
April 8
1805

This 24 hours begin with B.iff. W.D. from the
S.W. At 2 P.M. received the lively packet for the
Letter At 4 P.M. having her with 258 Chaff
of good light Air All the Middle Port At
to come of the Sheep Hancock All hand. On board
Diplomacy Cargoes to land this on board the Ship

Tuesday
April 9th
1805

This 24 hours begin with B.iff. W.D. At 11 A.M.
Came to the Bar the Ship Hudson At 3 P.M.
D. having the Letter with 526 Chaff of her
Middle Port B.iff. W.D. from the S.O.E. At
4 A.M. received a Letter At 10 P.M. the Letter
with 256 Chaff of tea and 7 Borses
Letter Port absent to land this all night

Wednesday
April 10th
1805

This 24 hours begin with B.iff. W.D. from
the S.O.W.

Mon^{day} June 14th 1805
This 24 hours Begin With Breeze

A Journal of a voyage from Natchez to
toward the coast of Opatocora in the ship
Alliance Ammatjia garden Master

Friday June 14th 1805

At 2 P.M. S. & sail from the old north
Wharf At 3 P.M. came to Anchor with
out the Bar with the small Breeze Anchor
in 14 fathoms with the broad Breeze light
being South East the S. & E. this

Saturday June 15 - 1805

This 24 hours begins with Breeze W.D.
from the NW At 4 A.M. back the S. & E.
long side At 6 P.M. Discharging the
S. & E. At 11 P.M. Breeze S. & E. the Day

Sunday June 16 - 1805

This 24 hours begins with light W. & S. & E.
at light air from the NW At 6 A.M.
M.D. with the Breeze Anchor to the S. & E.
in 6 1/2 fathoms At 11 P.M. S. & E. the
Breeze on shore S. & E. the Day

Monday June 17 - 1805

This Day begins with light air from the
North People employed on ships Duty
At 11 A.M. the Boats came on board S. & E.

Tuesday June 18 - 1805

This 24 hours begins with light W. & S. & E.
light air from the Westward the Boats
W. & on shore S. & E. this

Wednesday June 19 - 1805

This 24 hours begin with Drift Wind from
the SW At 6 AM the Boat returned ~~the~~
At night much lightning & Cal. This

Thursday June 20 - 1805

This 24 hours begin with light Air
from the Westward At 6 the Boat was on
shore At 10 O'clock saw an American At
the Bar All hands Employed fitting Craft

Friday June 21 - 1805

This 24 hours begin with light Air
At 6 AM At 6 AM took the latter long
side At 5 PM Discharge the latter All
hands Employed Hoisting down & Cal. This

Saturday June 22 - 1805

This 24 hours begin with Bright Breezes
& strong weather bore up to the Right Bow
and Cleared the haup Middle Mast Brought
up some umbrellas from the shore All hands
Employed fitting the day for Sea

Sunday June 23 - 1805

This day begins with strong weather
and bright Wind from the SE Light
part Wind from the SW and Clear
At 10 AM sent the Boat on
shore & Cal. This

Monday Jan 24 1805

This Day Begins With Brisk Wind From
the SW and continues the remainder of the day

Tuesday Jan 25 1805

This Day Begins With Brisk Wind From
the SW and ends With the Same

Wednesday Jan 26 1805

This Day Begins With Light airs from
the SW & Middle Part Calm latter Part
Brisk Wind from the NW sent down
Main top Gallant yard & Oars

Thursday Jan 27 1805

Midnight the 26 Part the Brisk Breeze
Calm W. & S. the other Anchors
I brought her up At 1 sent down
top Gallant Mast and Oars and Main
yard With hard W. S. from the NW
the Day Begins With B. S. W. the
Swains up the fore yards At 3 Am
Came of the Sively Packet and brought
of an anchor and set our other and
took it on board S. O. I. With Brisk W. S.
from the NW

Friday Jan 28 1805

This Day Begins With Brisk Wind from
the NW in Middle and latter Part
the B. S. Same S. Oars on board
the Ship Alliance

Saturday
Jun 29
1805
This Day Begins With Light airs
From the S.W. At 11 Am on Monday
Ship At 8 D. the the lively Breeze, it
Came of With our new Cable we took
it on Board and have short At
to D. the 8.4 under Way With gentle
Breeze and Clear At Monday the soft
the State Breeze and short of C.B.

Sunday
Jun 30
1805
This 24 hours Begins With Light
Airs. At Morning Sail At 2 Am
the State Breeze light Breeze Bore
W.D. 4 hours D. ft Which I take
My Depth. At 4.10 to hang 6.10
All hand. Employed Mending Cables and
Anchors Middle Port Light Mid. and
Main from the N.E. better Port 1.1. ft
Water and Calm Course C.D. S. Card
both in 4.10-5.10 hang in 6.10-6.10

Monday
July 1
1805
This 24 hours Begins With Light airs
and Calm All hand. Employed fitting the
Whaling Boats and other Ships Duty
Middle Port Light Wind. from the S.W.
Sound, I in 4.5 fathoms Water caught on 1.1. ft
better Port Employed repairing our
Lute Boats S. Card two Sail in Light
both in 4.10-5.10 hang in 6.10-6.10

Tuesday
July 2
1805
This 24 hours Begins With Light airs
and Calm At 11 Am light Breeze from
from N.E. Course C.D. Middle Port
Light airs and Calm. Saw several
fish and Murex 2 But sawd not
S. Card saw one sail. both in
hang in 6.10-6.10

Wednesday
July 3rd
1805

This 24 hour begins with light
Air and calm Wind. Variable. Saw nothing
Remarkable. People Employed in Ship's Duty
At 10 Am spoke the Schooner Drufala Capt.
Dillon. from New Bedford on Wharf & Works
out All Well. Capt. Dillon. came on board
So. Lat. 40-53 north Long. 67-23

Thursday
July 4th
1805

This 24 hour begins with light W. Wind.
From the SW Course OBS At 2 pm
spoke a Brigg from Mauritius bound
to Salem Middle part light Air from
the SW Course OBS latter part the
like same So. Lat. on board the ship
Lat. 40-18 north Long. 66-15

Friday
July 5th
1805

This 24 hour begins with Brisk W. Wind. &
Clear People Employed in Ship's Duty Course Steer
OBS Wind. from the SW Middle part
the same latter part So. Lat. on board
Lat. 40-20 north Long. 64-21 W. Lat

Saturday
July 6th
1805

This 24 hour begins with Brisk Wind. from
the SW Course OBS Middle part took
in fore and main top mast staving sail
Brisk Wind. All the latter part So. Lat.
on board Lat. 40-20 north Long. 61-23

Sunday
July 7th
1805

This 24 hour begins with Brisk Wind.
Cloudy Course Steer OBS At 4 Am hoisted
top & sail sail single. Precept the top sail
At 2 Am hoisted Mizzen top sail and main sail
Bould Precept the top sail At 5 Am more
modest So. Lat. on board So. Lat.
Lat. 40-8 north Long. 58-50 W. Lat

This 24 hour begins with Bright Wind from
the SW Course OBS At 11 Bright Wind
and Clouds took in the Light Sail hauled
Main Sail and Mizzen top Sail (Left Sheet
from a Main top Sail Middle Bar & More Modest
At the Light Sails latter part hauled down
from the main hauled the Light Sail At
10 Am hauled Main Sail and Left Sheet
the top Sail to Card with Main No 46
Lat By Dade reckn $39^{\circ} 54'$ North Long $54^{\circ} 49'$

This 24 hour begins with More Modest but
out the Reef Course stowed OBS Wind At noon
Middle Bar & Light Sail and continues the
next hour to Card Lat $40^{\circ} 29'$ North Long $52^{\circ} 46'$

This 24 hour commences with with Calms
People Employed Repairing the Rigger
Latter part Employed Breaking out After a
Barral of Sails to Card with Bright
Wind from the SW Course OBS
Lat By Obs $40^{\circ} 22'$ North Long $50^{\circ} 47'$

This 24 hour begins with Bright Wind
from the SW Course OBS People Employed
on Ship Duty At 11 Am hauled top S. Sails
and Single Sheet the top Sails At 10 D. the
Double Sheet hauled the Sails At 11 Am S. At
out one Reef S. At the Sill half Boom S. At
Lat $40^{\circ} 24'$ North Long $47^{\circ} 40'$ W. At

This 24 hour begins with Bright Wind from
the SW Course OBS At 6 Am Course OBS
Saw one Sail Middle part S. At out the Reef
At top - S - Sails latter part speak a Brig
from Boston Bound to Malaga Commanded by an
hardner S. At Lat $40^{\circ} 52'$ Long $45^{\circ} 45'$ W. At

Today
July 13
1805

This 24 hours Begin with Breeze
Wind from the SSW Course SSE
At 4 PM Squally took in fore top mast
Storing sail and top & sails At 6 More
modest S. A Main top & sail Breeze
Wind All the M. and part At 5 AM
S. A fore top & sail and staysail
So Cand. in Company with the Brigg
Latⁿ is 40° 54' North Long^d 43° 06'

Sunday
July 14th
1805

This 24 hours Begin with Breeze Wind
from the SSW Course SSE
Middle part Breeze W. S. Course SE
Lower part the like same S. Cand.
Latⁿ is 40° 05' North Long^d 40° 17'

Monday
July 15th
1805

This 24 hours Begin with Breeze Wind from
the SSW Course SSE Lower part the same
Attended with light shower of rain
No obs. Latⁿ by D. A. R. 39° 22' Long^d 37° 15'

Tuesday
July 16th
1805

This 24 hours Begin with Breeze Wind and light
shower of rain Course SSE Wind At SW
At 6 hauled top & sails and main sail
Doubled sheet the top sails At 10 PM hauled
By At Midnight then SSE under the three
top sails At 5 AM S. A All sail At 7 AM
saw the Island of Carac Barroff Capt. R. Long
Bight and signal Barroff SSE 12 hours Bight
No obs. Latⁿ by D. A. R. Long^d 35° 28'

Wednesday
July 17th
1805

This 24 hours Begin with light Wind from the SSW
No steer'd in for flowers At 4 PM bore two with
the South part Barroff SSE At Midnight stood off
At 2 AM tack'd ship in in the morning land
on the SE part but found no trade At 10 AM
land on the NE part and found plenty of trade
No dead one breathe and came for S. Cand.

Thursday
July 18th
1805

This 24 hours begins with gentle breezes & calm
At 3 A.M. bore up & set all sail steering
4 N.E. Wind from the N.W. At 5 A.M.
Departed this life then swayed after 22 days
sickness At 7 A.M. glorious bore N.W. 4 leagues
Left the Merid 110 and S.W. Wind from the
N.W. Middle part Brisk Wind and Rain At 5
A.M. saw no land the Merid 110 19 Cans
Lat in 38-10 north Long in 24-07 West

Friday
July 19th
1805

This 24 hours begins with Brisk Wind from
the N.W. Course 110 At 4 P.M. Bored the
Lifeless Man At 5 P.M. saw the Peak of Pico
Barning N.E. 120 leagues Left Brisk Wind All
the Middle part Latter part Ditto Course 110 S.W.
Wind from the N.E. 19 Cans this on board
Lat in 36-38 north Long in 25-15 West

Saturday
July 20
1805

This 24 hours begins with Brisk
Wind from the East Course 110 S.W.
Middle part Squally headed bore top
Gallant sail Brisk Wind all the latter
part Variation by evening Apt 20-28 W
Lat in 35-13 north Long in 24-32 West

Sunday
July 21st
1805

This 24 hours begins with Brisk Wind
from the E.S.E. Course South on the Wind
Middle part the like same latter part Ditto 24-26
Lat in 33-40 north Long in 24-26 West

Monday
July 22nd
1805

This 24 hours begins with gentle breezes
At E.S.E. Course S.W. Middle part
attended with light squalls & Rain
Latter part Pleasant 19 Cans this

Lat in 31-10 north Long in 24-05 West

Friday
July 23
1805

This 24 hour begins with gentle breezes
from the Offward Course S B E Middle Part
Wind from the Onward Course S S E Little
Part Employed Repairing Sails & Cans
Lat^d in 30° 50' North Long^d in 23° 20' West

Wednesday
July 24
1805

This 24 hour begins with gentle breezes
and bluff wind from the Onward Course S E
Middle and Little Part spent breezes
Lat^d in 29° 59' North Long^d in 21° 37' West

Thursday
July 25th
1805

This 24 hour begins with bright wind
from the NE Course S S E At 4 Am
Saw a Boate with better sail made
to the Southward We Altered our Course
to the SW the next morning saw nothing
of her We stood South & A steering sail
& Cans with bright wind from the NE
Lat^d in 28° 59' North Long^d in 21° 45' West

Friday
July 26th
1805

This 24 hour begins with bright wind from
the NE Course South Middle Part S S W
Little Part South but the West
Boate on the Ocean & Cans.
Lat^d in 24° 29' North Long^d in 21° 04'

Saturday
July 27th
1805

This 24 hour begins with bright wind
from the NE Course South At 2 Am
Saw a Boate with better sail made
to the NW on the Wind We hauled up S E
At 4 she was out of sight We stood of South
& A All sail Middle Part stood S B E
Little Part South observed the water to be
green with small fish in it Long^d in 20° 50'
We dead and bore a beam S

Sunday
July 29th
1805

The 24 hour began with Br. W. D. and
 the N. E. course South with All sail set
 At 11 Am started. At 12 took in the
 sails. At 12 handed the bottom sails
 to the top. Singled the top sails.
 At 12 bottom sails. At 12 Am. At 12
 sails started. N. E. to E. and N. W. to
 S. W. by S. and S. by E. 19-20 long.

Mount Nazareth
July the 29
1805

This day having begun with gentle breeze &
thick weather with a light swell
the wind light air all morning on
rather part the sea calm saw some
scab shells & a few other NW and
SE. This till with wind 14-20
This day having begun with gentle breeze &
thick weather with a light swell
the wind light air all morning on
rather part the sea calm saw some
scab shells & a few other NW and
SE. This till with wind 14-20

Friday
July 30th
1805

This 24 hours begin with light air from
 the NE Cape SD At 6 am wind
 NW changed blowing on the shore of
 Stone Bay Middle Coast Attended with
 light breeze from the NW and
 high gal from the NW Scarf. Wind
 S.W. to E and with light air Scarf Sh.
 Had in 17-06 N.W. Breeze in 19-15 N.W.
 In 24 hours begin with light air from the NE

Wm. W. W. W.

The 24 hour begins with light air from
 the NW. Course S.W. At sunset Supper.
 Our Silver to be in the S.W. of Star
 We took in the the Steering Sails hauled down
 the main M.B. - Wind from NW
 At 5 Am S.A. All Sails with
 air from the NW. So early
 Sailed in 16.29 Longed in 20.

This 24 hour M... with light W...
from the NW course to the NE attend
with I light sail from the NW At 5 Am
saw Sparrows Whales 1st of 1st one long
one 2d 1st had to setting Blue But
unfortunately stove one mate so we cut
and left right of him we got our stowing
bate on board and took 2 hours tack for
the night in the morning saw nothing of her
speak of ship better part than to the
you will find in the S. Co. this
at the 1st of Aug 21 05 M...
This 24 hour begins with gentle breezes

Aug 22
August
1805

from NW 19 to NW 30 At 2 Am
saw Bonaparte being WBS 10 Leagues off
At 4 AM saw 1st sail bearing NW
1st long 1st covered bending cables
speak of ship from Burde At sunset he
main sail 2 1st 8 sails and 1st of 1st on
with Day light then we saw 1st from
Bonaparte At 11 Am 1st the anchor
the small boat in 5 persons with the
we found number of small vessels S. Co.

Saturday
August
1805

This 24 hour begins with light W...
Captain Co Jones went on shore 1st At 1 Am
1sting up our 1st Backstays and 1st ship Dr
M... and 1st the last (Calm S. Co.)
This 24 hour begins with light W...
Shout of train. Middle 1st right
1st. 1st Please 1st that gentle
M... and 1st the last on 1st

Sunday
August

Wednesday
August 7th
1806

This 24 hours begins with light breeze
Course stood SBC At 4 Am set sail
Prepared Beate in the night light wind
All the middle & the best of the people
Employed in ship duty so can
Latitude in 13-57 North Longitude 22-28

Thursday
August 8th
1806

This 24 hours begins with light breeze
From the SBC we had to the SW
At 6 Am hauled down top & sail
Middle part light wind and variable
At 2 Am tacked ship to the SE
better part had wind and rain from
the SW so can this on board
Latitude in 12-24 North Longitude 22-38

Friday
August 9th
1806

This 24 hours begins with light
wind from the SSW Course
SBC At 6 Am set main top sail
hauled top & sail Middle part set
top & sail and staid sail better part
pleasant weather saw one ship steering to
the SW so can people employed on duty
Latitude in 11-03 North Longitude 22-07 West

Saturday
August 10th
1806

This 24 hours begins with light
breeze from the NW Course SBC
Middle part wind variable from NW
to NE better part more steady
set all the light sail so can
Latitude in 9-00 North Longitude 22-00 West

Clear
Day for
the breeze

Monday
August
5
1805

This 24 hours begins with gentle
breeze and light at 3 made anchor
and sailed in company with Captain Mearns
the schooner Betty of Nantucket At 4 Am
S.A. steering south then at 5 Am saw one
schooner to the westward All hands employed
steering cables and anchors light air
From the NW faded to the west
At sunset the south part of Bonaville
Bore NE & 4 leagues drift the north part
Bore ENE & 6 leagues drift Middle and
better part light air and calm At 4 Am
saw bottom shoaled bearing S. W. W.
steering south to Am then at 5 Am saw
black fish butt of S.A. one At
Maradan bottom shoaled bore ENE 3 miles
and Bonaville in the same direction
4 leagues drift and St Mago 10 B at
12 leagues drift S. E. and latter 15 & 17

Tuesday
August
6
1805

This 24 hours begins with light breeze
At 3 Am saw Saint Jago bearing
S.W. 18 leagues drift At sunset St Mago
Bore S.W. W. & 6 leagues drift and St Jago
S.W. W. 15 leagues drift Course then S.W. W.
Middle part thick & squally weather
At 2 Am bore to the NW At 4 Am
packed in S.A. All sail down St Mago bearing
SE & 4 leagues drift At 10 Am
4 sail flying to anchor At Maradan
St Mago bore N.W. W. & 4 leagues drift and St Jago
W.W. W. 12 leagues drift S. E. and Course then S.W. W.
At 11 Am the NW bore St Mago & St Jago

Wednesday
14-53

Monday
August
11
1805

This 24 hours begin with Breeze W.D. and
hard Show of Rain At 4 Am took in the
Light Sail but on the Bousprit showed
At 9 Am set the Light Sail
At 1 Am wind from the SSW At
6 Ditto Dashed ship to the SE
 Latter Part B. part Weather so Calm
 Latter in By Dade the 3-09 Longd 29-00

Tuesday
August
12
1805

This 24 hours begin with gentle breeze
From the SSW Course to the SE
Middle and Latter part the like same
 Latter in 8-45 with Longd 19-56 W.D.

Wednesday
August
13
1805

This 24 hours begin with gentle
breezes and hazy weather Middle part
more B. part wind from the WSW
Course south of Compass Latter part
Light Show of Rain so Calm caught
one Spar the No. 10 this Day
 Latter By Dade the 7-26 Longd 18-34 W.D.

Thursday
August
14
1805

This 24 hours begin with Breeze W.D.
and Squally from the SSW Course to the
SE At 4 Am hauled main top-8 sail
Single I kept the top sails At 2 Am
more moderate set the Deep gut, main
and Mizen top sail set main top-8 sail
 Latter part hauled W.D. hauled top-8
sail kept the top sails so Calm
 Latter in 6-45 with Longd 19-34

Thursday
August 15
1805

This 24 hour begins with light breeze
from the SSW carrying the ship
under reefed top sails middle and bottom
part more moderate so carried then
hauled in 6-41 with long 16-23 with

Friday
August 16
1805

This 24 hour begins with hard shower
of rain At 1 Am tacked ship to
the WNW wind at South At 4 tacked
to the SE At 5 tacked to the WNW
wind variable at 8 Am hauled main top
gallant sail At 9 Am set all sail
at 6 Am tacked to the SE so carried
is the Little Bay had 6-31 long 16-39

Saturday
August 17
1805

This 24 hour begins with light breeze
from the SSW wind hauled to the SE
with light shower of rain middle
part wind at WNW then SSW then
part wind from the SSW hauled to the SE
so carried hauled in 6-55 with long 16-59

Sunday
August 18
1805

This 24 hour begins with breeze from
the SSW wind hauled to the SE
at 4 tacked to the WNW at 6
single reef fore top sail hauled main
top sail hauled in 5-46 with long 16-59

Monday
August 19
1805

This 24 hour begins with breeze from
the SSW at 6 Am tacked to the
WNW with breeze wind at 5 Am set
top top sails and tacked ship to the SE
Left Bay at 5-39 with long 16-59

Thursday
August 20th
1805

This 24 hour begins with bright wind
from the S.W. Ours to the S.E.
Middle and latter part the same S. E. wind
Latitude $24^{\circ} - 42'$ North Longitude $15^{\circ} - 49'$ West

Wednesday
August 21st
1805

This 24 hour begins with bright wind from
the S.W. - our Ours to the S.E.
at 6 A.M. tacked ship to the Westward
and I have top & sail at 5 A.M. saw
a sail standing to the Eastward bright wind
all the latter part S. E. wind then on S. E.
Latitude $24^{\circ} - 24'$ North Longitude $16^{\circ} - 27'$ West

Thursday
August 22nd
1805

This 24 hour begins with bright wind
from the S.W. Ours to the W.S. at 6
A.M. tacked to the W. Gentle breeze all
the middle part Ought one degree at
6 A.M. tacked to the S.E. saw nothing
Latitude $24^{\circ} - 24'$ North Longitude $17^{\circ} - 17'$ West

Friday
August 23rd
1805

This 24 hour begins with light air from
the W.S.W. We had a light South
middle part squally breeze the top sail
at 4 A.M. tacked ship to the West
S. E. wind with bright wind and rain at 10
Latitude $23^{\circ} - 48'$ North Longitude $17^{\circ} - 02'$ West

Saturday
August 24th
1805

This 24 hour begins with bright wind
from the S.W. at 2 P.M. tacked ship
to the S.E. at 6 P.M. breeze the top
sails saw man war boats latter part
flying clouds S. E. wind then on S. E.
Latitude $23^{\circ} - 44'$ North Longitude $16^{\circ} - 18'$ West

7
Sunday
August 25
1805
This 24 hours begins with bright
wind from the SSW at Maradan
checked ship to the Westward Middle
and latter part clear wind at 10
Lat in $3^{\circ} 37'$ North Long in $17^{\circ} 17'$ West

Monday
August 26
1805
This 24 hours begins with bright
trade from the Southward Course SSW
Middle and latter part clear S. E. wind
at 10 Lat by Lat in $2^{\circ} 59'$ North Long in $18^{\circ} 59'$

Tuesday
August 27
1805
This 24 hours begins with bright trade
from the S. E. wind at 10 Lat at
4 Am on Bent here and Main top sail
sail and here to prevent stay sail and Bent
have the others latter part employed
repairing our spare sails S. E. wind
Lat in $1^{\circ} 51'$ North Long in $19^{\circ} 53'$ West

Wednesday
August 28
1805
This 24 hours begins with bright trade from
the S. E. Course SSW all hands employed
repairing sails Middle and latter part
clear trade S. E. wind Variation of Amplitude $13^{\circ} 00'$
Lat in $00^{\circ} 49'$ North Long in $20^{\circ} 49'$

Thursday
August 29
1805
This 24 hours begins with bright trade
from the S. E. Course SSW
at 7 Am handed top - S. sail at
2 Am set top S. sail wind at
S. E. & C. Merid. S. W. wind at
Lat in $00^{\circ} 38'$ South Long in $22^{\circ} 00'$ West
Variation of Amplitude $13^{\circ} 00'$ West

Sunday
August 30th
1805

This 24 hours begins with brisk trade
at S.E. - Coarse S.W. Middle Part
bl. sent and Modest breeze and Clear both
Part the same so and this on board the ship
Lat^d in $12^{\circ} 13'$ South Long^d in $22^{\circ} 51'$ West
Variation by compass $9^{\circ} 30'$ West

Monday
August 31st
1805

This 24 hours begin with brisk trade
and Clear Middle Part light wind
both Part the same during the course
of day Lat^d $3^{\circ} 24'$ South Long^d $23^{\circ} 38'$

Tuesday
Sept^r 1st
1805

This 24 hours begins with gentle trade
and Clear Middle Part squally sea
bores shoot one better Part brisk
trade and Clear Lat^d in $4^{\circ} 33'$ South Long^d 24°

Wednesday
Sept^r 2nd
1805

This 24 hours begins with bl. sent trade
from the S.E. Coarse S.W. Middle Part
light squally & and in the ship Alliance
Lat^d in $6^{\circ} 03'$ South Long^d $25^{\circ} 29'$ West

Thursday
Sept^r 3rd
1805

This 24 hours begins with gentle trade
and Clear Middle and both Part the same
so and on board the ship Alliance of North
Lat^d in $7^{\circ} 22'$ South Long^d $25^{\circ} 43'$ West

Friday
Sept^r 4th
1805

This 24 hours begins with bl. sent trade from
the S.E. Coarse S.W. S.A. the left Mizen
sail and middle staysail and the Mizen staysail
66 Days out for the main staysail Middle Part set steering
sail both Part employed making barge so on
Lat^d in $8^{\circ} 45'$ South Long^d $26^{\circ} 12'$ West

Thursday
Sept. 5
1805

This 24 hour begins with pleasant trade
from the SE Course SWB Middle and
rather fast the same so on. This
Variation is about 10-25 with Lat 10-29
Long 26-44 with

Friday
Sept. 6
1805

This 24 hour begins with brisk trade at
SE BE Course NWB with all sail out
Middle and better part bright Squall so on.
Lat 12-43 South Long 27-47 with

Saturday
Sept. 7
1805

This 24 hour begins with brisk trade
and clear Course SWB Middle part brisk
trade took in the steering sail and staysail
rather part more moderate set the steering sail
and staysail so on. Course steered SW
Lat 14-51 South Long 29-59 with

Sunday
Sept. 8
1805

This 24 hour commences with brisk
trade and clear Course SWB Middle part
Squally rather part brisk trade and clear
so on. Lat 17-07 South Long 29-45

Monday
Sept. 9
1805

This 24 hour begins with better trade
at SE Course SWB at 6 Am steered
SWB Middle part Squally hauled top of
sail at 2 Am set top of sails and steering
sail so on. Saw Boobies and herons
Lat 19-17 South Long 30-14 with

Tuesday
Sept. 10
1805

This 24 hour begins with brisk trade
and clear Middle part Squally rather part
brisk with at NE Course SWB
employed pulling the anchor so on.
Lat 21-02 South Long 30-37 with

Wednesday
Sept^r 11
1805

This 24 hours begins with gentle breezes
from the NW & E. Course Steer'd SW by S
middle and better part moderate breeze
Latⁿ is $22^{\circ} - 14'$ South Longitude $31^{\circ} - 17'$ West

Thursday
Sept^r 12
1805

This 24 hours begins with moderate wind
from the NW & E. Course SW by S middle part
light showers of rain better part fair
all but trunks Course SW by S at noon
and part rain with light swell from the SE
So Cand the Variation by Amplitude $1^{\circ} - 54'$ West
No obs^r the Day Latⁿ by D^o C^o $23^{\circ} - 23'$ Longitude $32^{\circ} - 26'$

Friday
Sept^r 13
1805

This 24 hours begins with bright wind and
rain from the NW Course Steer'd SW
at 4 here top mast stung sail middle part
light showers of rain better part clear wind
from the SW at 10 am tack'd ship to
the W by N so Cand. on board ship Alliance
Latⁿ is $24^{\circ} - 34'$ South Longitude $32^{\circ} - 57'$ West

Saturday
Sept^r 14
1805

This 24 hours begins with bright wind
and variable from SW to SE middle
moderate better part S. A here top mast
stung sail Course SW by S & E
Latⁿ is $25^{\circ} - 21'$ South Longitude $34^{\circ} - 34'$ West

Sunday
Sept^r 15
1805

This 24 hours begins with bright wind and high
sea at 3 pm haul'd top S. sail doubled
except the top sail. Course to the SW by S
at 6 pm sent down here top S. sail
bright wind all the middle and better
part S. Cand. Latⁿ $26^{\circ} - 44'$ Longitude $35^{\circ} - 59'$

Monday
Sept^r 16th
1803

This 24 hour begins with bright wind
from the Saffward Course SW by S. Sailed
from top of sail at 4 Am sent up there
top of sail middle and latter part bright wind.
from ENE to NE Course SW by S. Sailed
Variation by Evening Amplitude $1^{\circ} - 14^{\circ}$ East
Latitude $28^{\circ} - 40^{\circ}$ South Longitude $37^{\circ} - 27^{\circ}$ West

Tuesday
Sept^r 17th
1803

This 24 hour begins with bright wind at
NE Course SW by S. attended with rough sea
at 6 Am attended SW at 6 Am
held up SW shifted steering sails on
the starboard side wind at north
Latitude $30^{\circ} - 33^{\circ}$ South Longitude $39^{\circ} - 45^{\circ}$ West

Wednesday
Sept^r 18th
1803

This 24 hour begins with gentle breeze
at north Course attended SW. Set up
from top of mast ~~attended~~ middle part attended
SW by S wind from the north latter part
attended SW on board the ship. Distance
Latitude $32^{\circ} - 57^{\circ}$ South Longitude $40^{\circ} - 56^{\circ}$

Thursday
Sept^r 19th
1803

This 24 begins with bright wind from
the NW at 8 mid at NW took in the
light sails at 10 had rains with lightning
and thunder Doubled except the top sails had
Mizen top sail and mainsail wind from the
SW at 4 Am tack'd ship to the NW
Set Mizen top sail had wind all
the latter part of day.
Latitude $32^{\circ} - 37^{\circ}$ South Longitude $41^{\circ} - 33^{\circ}$ West

Friday
Sept^r 20th
1805

This 24 hours begins with bright winds
and clear from the S.W. hauled to the
W. at 12 night hauled to the S.E.
at 2 Am set Mizen top sail and Gable
at 4 Ditto hauled to the W. at
6 Ditto set Main sail L.A. out one Sheep
at 8 hauled to the S.E. at 9 Ditto
hauled to the W. at 10 hauled back
Lat^d is $32^{\circ} 19'$ South Long^d is $42^{\circ} 17'$ West

Variation of Amplitude $4^{\circ} 42'$

Saturday
Sept^r 21th
1805

This 24 hours begins with light winds and
clear from the S.W. hauled to the W.W. W.
Middle part Calm latter part light
S.W. employed heaving the ship bottom
Winds from the N.E. Course N.W. S. and
W. also S.W. by Table Creek^d $32^{\circ} 19'$ Long^d is $42^{\circ} 17'$

Sunday
Sept^r 22th
1805

This 24 hours begins with bright winds
and rain from the N.E. Course S.W.
at 8 Am took in the light sail
at 10 Ditto Calm at 2 Am
light winds from the S.W. hauled
to the W. at 4 Am doubled
Sheet the top sail at 8 Ditto
Sheet Sheet set Down top S. sail
at 10 hauled Piece and Mizen top sail
S. and W. with head S. and W. from S.W.
Lat^d is $32^{\circ} 19'$ South Long^d is $43^{\circ} 47'$ West

Monday
Sept^r 23th
1805

This 24 hours begins with bright winds and
squalls attended with light sea Middle
part Calm latter part light air at 10
set out the Sheep sent up to the S. and then
with all sail out Variation of Amplitude Sept 9-34
Lat^d is $32^{\circ} 19'$ South Long^d is $44^{\circ} 33'$ West

Sept 24
1805

This 24 hour begins with bright wind
from the NW course SW at 1 Am
took in fore top mast stoving sail hand
fore top 1/2 sail at 5 o'clock main top sail
bright wind and clear latter part
more moderate ought some trouble so ed
Lat $33^{\circ} 43'$ South Long $46^{\circ} 30'$

Adm. Sept 25
1805

This 24 hour begins with bright wind
at 3 Am tack'd ship to the SW
wind from the SE and bright
middle part light at 6 Am wind
from the ENE set stoving sail saw
bright whales stand got no bottom
with 110 fathoms so ed

Lat $34^{\circ} 13'$ South Long $47^{\circ} 04'$

Sept 26
1805

This 24 hour begins with bright wind
and shower of rain from the ESE
Ours AMB at 7 Am took in the
light sails hand. Main sail and
mizen top sail. Gull'd drift fore and
main top sail hand sails and chain
all the night at 8 Am sent down
top 1/2 yards hand. fore top sail Ours
Chief main top sail wind from the SE
variation DE $15^{\circ} 13'$ Lat $35^{\circ} 2'$ Long $48^{\circ} 15'$

Sept 27
1805

This 24 hour begins more moderate
fore top sail sound got no bottom at
4 Am set main sail and mizen top sail
wind from the SSE stoved in SW
at 6 wind at ENE sent up top 1/2 yards
set stoving sail sound got bottom in 110 fathoms
saw one sail so ed. Lat $35^{\circ} 52'$ South Long $49^{\circ} 20'$

Saturday
Sept.
24
1805

This 24 hours begins with light airs at NNE
Group SSM caught one Seal and one harkle
at 6 Am sounded S. & Bottom in 80 fathoms
Saw plenty of seal Bent Main top sail stowed
SSM went at noon to the East gentle breeze
stirred S. & S. All sail set S. & E. Variation - 15-16 E.
Lat is 37-00 South Longd. 50-30 W. 1/2

Sunday
Sept. the
27
1805

This 24 hours begins with gentle breeze at N. 1/2 E.
Cloudy weather at 10 hauled top gallant sail
Doubled sheet the top sails hauled Main sail
and Mizen top sail at 6 Am left sheet
the top sail sent down top gallant yard
at 10 hauled fore top sail at 11 hauled
fore sail took in the W. 1/2 E. breeze S. & E.
With hard gales from the S.W.
Noobs Lat by Dade's reck. 38-05 Longd. 50-10

Monday
Sept.
30
1805

This 24 hours begins with strong gales from the
S.W. Lay under sheet sent Main top sail and fore
topsails sent down fore top gallant mast and
maggan strong gales all the M. Holl. Mast
at 6 Am more moderate S. & E. the fore sail
were ship to the W. 1/2 E. S. & E. with strong
gales at PM Lat is 38-06 Longd. 50-30

Tuesday
Sept.
October
1
1805

This 24 hours begins with strong gales
at 6 Am sounded S. & Bottom
were ship to the E. & S. E. the sheet
sheet top sails Jib and Mizen at 5
Am S. & E. All sail sent up Main top &
yard latter part light W. 1/2 E. from the
South course to the W. 1/2 E. sounded S. & Bottom
Lat by Dade's reck. 37-58 Longd. 50-44

Variation by morning Amplitude
16-18 E. 1/2 S.

Wednesday
October
2
1805

This 24 hours begins with light air
from the N.W. course to the South
at 6 Am sound. S. A. N. Bottom
Middle Part S. A. throwing sails. Stead
SWB Wind at NW at 8 Am sound
S. A. Bottom in 65 fathoms San Domingo
So Card Lat. $34^{\circ} 54'$ South Long. $53^{\circ} 18'$
Evening Variation by Ampt 15.48 E.

Thursday
October
3
1805

This 24 hours begins with Pleasant breeze
from the NW course SWB at 6 Am
sound S. A. Bottom in 46 fathoms Stead
SWB Middle Part light air and calm
at 4 Am sound S. A. Bottom in 45 fathoms
S. A. Bottom Bright Wind from the NW
course SWB S. A. Bottom $54^{\circ} 51'$ Long. $54^{\circ} 07'$ W.

Friday
October
4
1805

This 24 hours begins with breeze
from the SWB course SWB Middle
Part light air at 3 Am wind from
the South Jacked ship to the NW
at 6 Am course SWB Wind at East
and foggy saw one bright whale sound
S. A. Bottom in 55 fathoms So Card with
foggy weather no ship Lat. $34^{\circ} 50'$ Long. $54^{\circ} 50'$
Variation by Day Ampt 15.48

Saturday
October
5
1805

This 24 hours begins with foggy and light
breeze from the NW at 6 Am sound
S. A. Bottom in 54 fathoms Stead SWB
handed Main sail at 10 sound in 50 fathoms
at 12 sound in the same depth at 1 Am
sound in 49 fathoms at 4 sound in 48 fathoms
Bright Wind from the NW at Marathon
sound in 44 fathoms So Card Lat. $34^{\circ} 50'$ Long. $54^{\circ} 50'$
Variation by Day Ampt 15.48

Sunday
October the
6
1805

This 24 hours Commences with Bright
wind at SE Course WBS at 6 Am
Dreft the the top sail hauled Main Sail
hauled up SWB at Midnight were ship
to the Southward at 9 Am hauled B. & Bottom
in 46 fathoms Wind at ENE Doubled Dreft
the top sails to Cand. with Bright Wind.
Latt in By 9^h 41-05 South.

Monday
October the
7
1805

This 24 hours Begins with Bright Wind from
NE to North at 4 Am hauled Home top sail
at Midnight were ship to the NW at 6 Am
D. & Dreft Dreft Home top sail at 8 D. the Dreft
Dreft Main top sail sent Down Main top to
yard at 9 D. the were ship to the NE at
Maradan were ship to the WNW with Wind
Variable from NW to NE to Cand. the
Latt in By 9^h 41-29 South.

Tuesday
October the
8
1805

This 24 hours Begins with Bright Wind from
the North at 4 Am hauled B. & Bottom in
38 fathoms were ship to the EBN at 9 Am
hauled the top sails and Home sail attended with hard
squalls of Wind & Rain with a abundance of
thunder at 11 more Medest D. & the top sail
were ship to the SW Wind from the NW
hauled in 48 fathoms at 10 were ship to
the NE & Cand. the NE 9^h 41-07

Wednesday
October
9
1805

This 24 hours Begins with Light Wind and
Variable hauled to the NE Wind at NW
at 10 Am Wind from the SW Doubled Dreft
the top sail hauled in WBS at 4 Am hauled
in 53 fathoms D. & all sail saw nothing
to Cand.
Latt in 41-04 South.

Thursday
October
the
10
1805

This 24 hour begins with bright wind
from the SW by S at 2 Am Sounded in 46
fathoms were ship to the SE hauled Main
Sail Mizen top sail and still doubled reefed
Fore & Main top sail Middle Mast light
wind set Mizen top sail S.A. one reef out
Main top sail at 6 Am Calm had 39 fathoms
water caught Number of fish from the
Bottom at 10 Am & breeze from the
North set all sail hauled in with by north
sent up Main top & 1/2 yard Bent Mizen top sail
S. Card hauled in 41-03 fathoms Variation by Sept 14-40

Friday
October
the
11
1805

This 24 hour begins with bright wind
at north hauled in W by W at 4 Am hauled
Main top & 1/2 sail sheet Mizen top sail at
6 Sounded set Bottom in 36 fathoms hauled
Main sail Doubled sheet Fore top sail
at 10 Am Sounded in the same Depth
were ship to the NE by E at 2 Am
were ship to the NW by W bright wind
all the fore part saw plenty of
bals and swans S. Card hauled in 41-03 fathoms

Saturday
October
the
12
1805

This 24 hour begins with bright wind
and thick weather from the North
hauled in W by W at 4 Am Sounded in
33 fathoms with S.A. Main sail & still
at 8 Sounded in 29 fathoms were ship hauled
off N.D. at 10 were ship in at 2 Am Sounded
in 27 fathoms here by until day light then
made sail W by W & W by W hauled to the South
at 10 hauled to the North wind by North
caught saw ship S. Card hauled in 41-03 fathoms

Monday
October
15
1803

This 24 hour begins with light wind
and variable wind in NW S wind at 8 1/2
at 8 sound 8. A B. then in 25 fathoms
holed if NW B. with thick water
holed main sail at 2 Am wore ship
to the DE by the back yard & back until
Day Light then bore of NW sound in
in 19 fathoms saw no land at 9 Am sound
in 14 fathoms saw the Baraker from the
NE sound ^{of Orick Island.} Barring NW B. N. At 1/2 past 9
saw the ship being at anchor at Deane
Island Barring SW B. W. NW bore of SW W
in 10 fathoms water at 10 Am left the
the North Channel with the Breeze of the
Main Barring NW B. N. the ship Barring
NW At 11 1/2 the Breeze by the ship in
the Orick at 1/2 past 11 the Orick to
Anchor in the Bay in 10 fathoms water
with the small Breeze Anchor and that
we Dragg at 12 past 12 B. at NE
Cuddled us to B. & S. the other anchor &
brought her up holed main to B. - 1/2 past
sent 4 B. over the back yard with strong
sails

Monday
October
14

This 24 hour begins with strong Breeze
at NW B. Middle Breeze NW B. More Modest
but had rain & thunder wind at NW B.
at 9 Am had Breeze we struck & Drift
at 1/2 past 9 the third anchor brought her
up in 13 fathoms water so Breeze with had
Breeze at NW B.

Tuesday
October
15
1805

This 24 hour begins with bright wind
at 4 Am more Madnet haul up the
two small Anchors and Lay by the B. H.
Bower Middle Part Light Breezes
to the Part the same sent Boats on shore
S. A. Eager At 2 Am Middle Anchor and
Dropt up the Bay and Came to Anchor
in 10 fathoms Water and Moved Ship with
the Bower Anchor S. E. and

Wednesday
October
16
1805

This Day begins with bright wind at
NNE sent two Boats Down on
the Main Shore But got no Elephant
at 4 Am they Came on Board
From this Date to the 22nd of
November all hands Employed in
Ditching Oil

Thursday
November
23
1805

This Day begins with bright wind
From the SSW all hands Employed
Ditching the Ship and Filling Fresh
Water S. A. one Craft on Board S. E. and

Sunday
November
24
1805

This Day begins with light breeze
at 11 Am on moved Ship to the East
Squally attended with thunder and
hard Rain S. E. and this

Monday
November
25th
1805

This Day Begins with Bright Wind
at 10 A.M. S.A. under way
in Company with the Ship James Capt.
Holger Steved out O.B.O. with the Breeze
at 11 A.M. Hoist the Bight of the Main
in 4 1/2 fathoms Water at Maradan took
a hand Squal from the South Dubble.
Hoist the top Sails at 1 P.M. More
modest S.A. out the Breeze at 2 P.M.
Calm came to anchor with the Bight
Bower in 6 fathoms Water with the
Wind Breeze Bearing N.W. 2 Miles
Hoist and the Bight of the Main
Bearing N.W. 2 Leagues Hoist
S.A. in Light. at 3 P.M. Bright Wind. From the S.W.

at 6 P.M.
Sounded
S.A. B.O. in
16 fathoms
the hand
S.A. in Light.

While anchor and Steved out O.B.O.
the Depth of Water over the
Bar 3 1/4 fathoms Steved of S.E. B.C.
in Company with Capt. Holger

Tuesday
November
26th
1805

This Day Begins with Bright Breeze
S.A. out the Breeze Steved S.E. B.C. at
11 A.M. Sounded in 35 fathoms at
6 P.M. Sounded in 36 fathoms all
hands. Employed Steving Cable and anchor
and sitting the day for Whaling Boats
Hatter at 3 P.M.

Wednesday
November
27th
1805

This Day Begins with Bright air
at 6 A.M. Sounded in 35 fathoms
all hands. Employed on their Duty
Hatter 41-56 South

Thursday
November
28
1805

This Day Begins with Bright Wind
at NE the Sun Bright Whales struck one
the Droude the Sun at 10 Oult it struck
a rather the Sun to wind. I caught in
to butt at Maradan Soull. I swept the
top sail to the part Modrett at Sun
D. A hand. I the top sail and Shore sail

Friday
November
29
1805

This Day Begins with Bright Wind
From the NW at 6 Am Made sail
had. I to the NE Sun in water at
Maradan Sound. I had 60 fathoms Wane
Ship to the Westward Lat $42^{\circ} 26'$
at 6 hand. I the top sail bye had
to the West under Main top sail
D. A hand. Caught on Fish.

Saturday
November
30
1805

This Day Begins with Light Wind
at NE at 6 Am Made sail Wane
Ship to the SE Middle Part Main
stem. I SW the Part 199999 Sun
Bright Whales Capt. Holger But could
not strike at 6 hand. I Shore and Mize
Top sail and Shore sail bye had to
the NE under Left Reef Main top sail
over all. Dring. 55 fathoms

Sunday
December
1
1805

This Day Begins with Bright Wind. From
the SE at 5 Am Made sail had to the
SW Sun Whales But struck and had one
took than Dring. I side the Shore But sunk
than Dring side. Lat. Part. Bright Whales
But could not strike Lat. $42^{\circ} 14'$ Dr. 55

Monday

December

2
1805

This Day begin with light air and
caught sun high saw right whales
and 8.4 am took her long. side at
8 am 8.4 has all in so. Ead. with
bright mid. at with 8.4 in 40 to 55 fath.

Tuesday

December

3
1805

This Day begin with bright mid. and
squally from the SW at 5 am
began to try better part (sail in 10
and in company with Capt. Holt ship then

Wednesday

December

4
1805

This Day begin with hard S.E. at 10 am
put out the fore sail
so. Ead. with hard S.E.

Thursday

December

5
1805

This 24 hour begin with strong S.E.
from the SW at 10 am took in the middle
brace. Drove the quarter brace on the quarter
was ship to the S.E. so. Ead. with
strong S.E. 8.4 in 40 to 50 fath.
Capt. Holt out of sight

Friday

December

6
1805

This 24 hour begin with strong
S.E. and squally attended with high
sea. M. 11.4 part were M. 11.4 at 5 am
8.4 the fore sail 8.4 one reef out
main top sail and began to try
better part bright mid. at with attend
SW so. Ead. 8.4 in 40 to 50 fath.

Saturday

December

17
1805

This 24 hour begin with bright mid.
at with 8.4 the brace on the quarter
8.4 part with the all the M. 11.4 part better
part Drove trying began to try Drove
8.4 fore and Mize top sail so. Ead.
8.4 in 40 to 50 fath. with

Thursday
December
8
1805

This 24 hours begins with light breezes
from the N.W. Saw Whales out of sight
one took her long Pick Began to hunt
at 3 Am hauled the top sail. Latter
saw Briga to try Spook Ship Mardun
Capt. Perry 39 Can. Lat 41-30

Monday
December
9
1805

This 24 hours begins with bright
wind from the N.W. Middle Brant
disappeared trying Latter Brant stood
from the oil 39 Can. This 40 fathoms
with Latter in

Tuesday
Decemb.
10
1805

This 24 hours begins with light
breezes saw bright Whales out of sight
at 11 Am came on Board. Saw one sail
at 11 Am hauled the top sail. Middle
Brant Calm at 5 Am put the top sail
with light air at 10 E and 11 1/2

Wednesday
December
11
1805

This 24 hours begins with Calm
saw one sail to the Southward at 11 Am
Spook Ship same Capt. Solger as Whal
middle Brant gentle breezes from the N.W.
Course S.W. in company with the Brant
Latter Brant with wind at N.W. 39 Can
Lat 41-55 Depth of water 68 fathoms

Thursday
December
12
1805

This 24 hours begins with bright wind
with west course S.W. in company with the Brant
at 4 Am saw Whales out of sight one took
her long Pick Began to hunt our perfect
water 39 Can. Lat 42-30 58 fathoms

Friday
December
13
1805

This 24 hours begins with gentle breezes
from the north at 3 Am. Sun. sh. & Chattering
and began to try hand. I fore & Mizzen
top sail. Dugle. Duff Main top sail hauled
to the WSW at 9 Am. 2nd under main
top sail with bright wind from the north
to the East wind at WSW set the
fore sail 19 Cand. Lat in $42^{\circ} 39'$ South

Saturday
December
14
1805

This 24 hours begins with light breezes
from the SW hauled to the SSE. Sun. sh.
Whale. M. d. l. East Palm at 7 Am.
Sun. sh. & trying began to the drum
speak. About 12 M. 1/2 whail and
long parol with 150 Barrels of Spinn
oil and 60 of Whail 19 Cand.

Sunday
December
15
1805

This 24 hours begins with bright wind
at NNE hauled the top sail and
fore sail. Left Duff Main top sail
hauled to the WSW at 4 Am. Main
sail staid to the SW at 7 Am. Capt.
Holger killed one Man 10 Cand. Lat $42^{\circ} 38'$

Monday
December
16
1805

This 24 hours begins with light breezes
and light swell from the north at 3
Am. Sun. Whail. But it struck one and
the drum the windward caught us to butt
at 8 Am. Sounded in 60 fathoms with
staid of SWB with all sail out
at 11 took a squall from the W. staid. Duff
the top sail at 2 Am. hauled the top sail.
were ship to the WSW. Lat at 11 Am. at 11
Am. hauled fore sail

Thursday
December
17
1805

This 24 hours begin with bright wind
and high sea. Caught four fish at
4 Am on Bent fore sail and Bent the
other at 11. Went ship to the SSE
at 4 Am made sail our compass struck
a whale and got one bottle above and lost
the whale so Cal L. M. in 42-41 Depth of water 65

Wednesday
December
18
1805

This 24 hours begin with bright breeze
Bent our spare sail and repairing the
fore sail. At the Bent bright wind at
noon. Caught four fish. Saw four bright whales
Bent the top sail so Cal L. M. in 43-22

Thursday
December
19
1805

This 24 hours begin with bright breeze
From the SW. B. D. to the SSE Bent
the repaired fore sail at 8 Am. Went ship
to the West. Bent fore and Mizzen top sail
at 4 Am. Set all sail. Wind at North
W. Steered to the SW. At the Bent wind at
West so Cal L. M. in 43-42 Depth of water 60 fathoms

Friday
December
20
1805

This 24 hours begin with light wind
at West. No B. D. to the South. Saw one
whale. At 6 Am saw one bright whale
But it could not strike. Middle
part bright wind and high sea.
Caught the top sail. Steered
SW. At the Bent light wind and
high sea. Bent in 44-79 South
Depth of water 64 fathoms

Saturday

December

21

1805

This 24 hours begins with light wind

and high swell from the SW caught

sun high middle part squally attended

with much lightning at 6 Am were ship

to the WNW doubled reefed fore top sail

handed mizen top sail sounded 75 fathoms

at 10 Am handed fore top sail and O. ft

reef main top sail S. Can. Letter 44. 20

Sunday

December

22

1805

This 24 hours begins with strong gales at

SW at 6 Am sounded 65 fathoms

hand squally all the middle part at 8

Am were ship to the SE attended with

high swell at 10 were ship to the WNW

at the top sail sounded 56 fathoms

S. Can. Letter 43. 35 South

Monday

December

23

1805

This 24 hours begins with light wind

and high swell from the SSE at 4 Am

saw three sail to the NW at 6 P. M. saw

whales to the SW were ship to the South

modest breeze all the middle part at

10 Am calm at 11 P. M. a breeze at

South doubled reefed the top sail S. Can.

at 9 P. M. this 24 hours S. ft. of water 55 fathoms

Tuesday

December

24

1805

This 24 hours begins with modest weather

saw whales but could not strike came

on board handed fore and mizen top sail

O. ft reef main top sail handed fore sail saw

three ships to the NW at 4 Am mod.

sail S. Can. Letter 43. 10 S. ft. of water

50 fathoms saw whales

Wednesday
December
25
1805

This 24 hours begin with light air
at North by the ship. Ch. lia O. p. t.
Bunker 110 Days out no Whail
Latter Part saw Whail. But of 8. A
one and O. p. t. Ch. l. g. 8. A 2 N. W. W.
took them 200 Side began to Cut
two Sail in light S. and Depth of water
85 f. then no gl.

Thursday
December
26
1805

This 24 hours begin with light breeze
at 8 Am fine gl. I cutting at 4 Am
began to try saw one sail so and

Friday
December
27
1805

This 24 hours begins with light
breeze at North saw Whail. But
of 8. A one took him long side
began to Cut at 11 Am finished
Cutting began to try our O. p. t. took
one Whail long side saw one sail to
ward S. and this

Saturday
December
28
1805

This 24 hours begin with breeze
wind at N. W. W. and 12. 00 saw
number of Whail all had O. p. t. employed
on oil. Mid. and L. W. Part 12. 00

Sunday
December
29
1805

This 24 hours begin with thick
weather speak with O. p. t. breeze
with one Whail and Rich O. p. t. with
1300 barrels Mid. and L. W. Part
thick of 12. 00 so and

Monday
December
30
1805

This 24 hour begin with thick of fog
all hand. Employed string down at 6 am
fine sh. I trying the last single
string down to 6 am. handed in 68 fms
were ship to the west

Tuesday
December
the 31
1805

This 24 hour begin with light breeze
and more clear at 7 am. Colm and
Grogg speak with Capt. Brock
middle part Grogg to the part clear
speak. Capt. William ship Topham
to 6 am. this 62 fms. with

Wednesday
January
first
1806

This 24 hour begin with light breeze
and hail. Capt. Brock struck a bird
one and the sun to middle part Colm
to the part light wind and variable at 10 am
with much rain to 6 am and also

Thursday
January
the 2
1806

This 24 hour begin with bright wind
at 10 am attended with much rain at 2 am
handed here and rise top sail at 3 to
set them and down at 6 handed the top sail
with strong wind at 10 am. Capt. Brock
in sight to the part hard wind and squalls
Capt. Brock main top sail to 43-43 South

Friday
January
the 3
1806

This 24 hour begins with strong wind
at 10 am. Capt. Brock in sight
at 4 am were ship to the 60 E. handed
the fore sail hard to all the middle
part and high sea latter part the same
saw one sail to the west. 43-56

Saturday
January the
4
1806

This 24 hours begins with strong Gale
and high sea at 11 Am. At the fore sail
middle part light winds and high sea
From the South at 4 Am made sail to
the South spoke ship Dranger Capt
Goy and 8.4 letters and spoke ship Lydia
Capt. Day S. Card. With bright wind at
NW L. W. in 43-00 Depth of water 50 fathoms

Sunday
January the
5
1806

This 24 hours begins with bright wind at
NW NW steered South in company with
ship name ship Dranger ship Lydia saw
whale No out of butt could not strike
Capt. Day but this light whale middle
part of butt No can to the South at 5 Am
saw whale No out of our compass struck two
but the sperm Dressed S. Card. Capt. Brock
8.4 one whale L. W. 43-44 Depth of water 55 fathoms

Monday
January
6
1806

This 24 hours begins with bright wind
From the NW NW steered to the South saw
no whales middle part color better part
Depth employed seeing our ship S. Card.
L. W. in 43-52 South Depth of water 60 fathoms

Tuesday
January
7
1806

This 24 hours begins with light breeze
From the NW NW NW steered in NW breeze
Capt. Brock trying at 4 Am saw
whale but it hit one tooth but being side
the same at 8 Am hauled the top sail at
4 Am made sail wind at NW NW hauled in to
the NW saw whale shaft all the L. W. part
but could not strike S. Card. S. Card. S. Card.
54 fathoms S. Card. this

Wednesday
January
8
1806

This 24 hours Begin with Bright Wind. Drought
the top Sail Middle Part Right rain and Calm
Bottom Part Bright Wind. at 10 E. saw Whales Part
of 8, at one took. saw long. Side at Maradan
But here is latter 43-38 Depth of water 60 fathoms

Thursday
January
9
1806

This 24 hours Begin with Bright Wind. at 10 E
at 2 Pm began to try at 11 D. M. Sound I
had 50 fathoms more ship to the NE. latter
Part saw Whales struck and killed one and sunk.
here we came on board and began to try
Capt. Barock sunk one Whale to land.

Friday
January
10
1806

This 24 hours Begin with strong Gale at
NW. Part. Drought top Sail. Drought Main
top Sail at 8 Pm finished trying
Speakers. Ship. Delacoe of Nantucket at 9 Pm. I
Drought Sail. Log under. Drought Main top
Sail at 11 Pm. Made Sail saw Whales.
Drought Part could not strike to land.
With 50 fathoms water

Saturday
January
11
1806

This 24 hours Begin with Right Breeze at
NW. at 8 Pm had the top sail. Sound I had
50 fathoms. Water had in to the West at 4 Am
Made Sail. Steered SW. saw Whales. But of But
could not strike to land. With Bright Wind.
Latter in 43-56 South

Sunday
January
12
1806

This 24 hours Begin with Bright Wind.
at NW. Steered SW. saw Whales. But two
Drought to Part of at 8 Am Drought. Drought the
top Sail. Sound I. More top Sails. Bright Wind. all
the Middle Part at 5 Am. Sound I. 53 fathoms
at Maradan 55 fathoms. took 2 ship to the SW
Wind at 10 E. saw no Whales. Latter in 44-50

Monday
January
13
1806

This 24 hours begins with gentle breeze
from the SE NW Stead SSW S. & out all
the reefs saw no Whales Bright Wind. & all
the Middle Part at 6 Am Sounded in 55
fathoms Water saw no Whales. Latter Part
Bright Wind People Employed Making
Sprayam S. Cand. Caught one Perchus
S. W. in $45 = 49$ South

Tuesday
January
14
1806

This 24 hours begins with Bright Wind
from the NE NW Stead SSW Employed
Closing Whail Bore at 4 Am Sounded
S. at 58 fathoms hauled the top sail. S. at
P. 10 ft Main top sail hauled off OOC
at 4 Am Sounded S. at 58 fathoms set
the S. at 10 ft top sail. saw Bright Whail
S. Cand. with Duggat No other N. & S.

Wednesday
January
15
1806

This 24 hours begins with light Wind and
high Sea from the NE attended with
fog at 5 Am hauled fore and Mizen
top sail at 4 Am Made sail saw one Whail
Out of S. at saw took her Log Side began
to butt batt in 47.00 Depth of water 64 fathoms

Thursday
January
16
1806

This 24 hours begins with gentle breeze
and fog at 4 Am commenced hunting began
to try hauled fore and Mizen top sail
at 4 Am S. at 58 fathoms saw one Bright Whail depth
holger out of butt could not think Bright Wind
all the latter Part from North to West S. Cand.

Friday
January 17
1806

This 24 hour begins with blifent weather S. E
Risen top sail and Jib at 6 Calm hand
Risen top sail and Jib M. odd. Part light wind
and variable from north to West at 4 Am
Sineph. trying began to the down at 10 Am
Whail out of Port (could not strike the Cam)
on Board so Cand. with high swell I

Saturday
January 18
1806

This 24 hour begins with hard Squall from
the SSW hand the top sail and fore sail
haded off to the DE at 3 Am Sineph. trying
down S. E fore sail were ship to the West
at 2 Am were ship to the East at 4 Am
Sounded had 63 fathoms S. E the top sail
Saw one sail to the Eastward so Cand. with
Bright wind at SSW landed the top sail
Off the Mast main top sail were ship to the
Westward Lat. in 46-57 South

Sunday
January 19
1806

This 24 hour begins with Bright wind and
high sea at 7 Am hand fore sail at
4 Am Sounded had 64 fathoms North S. E the
top sail haded to the NWW wind at West
at 11 Am tack. ship to the SSW winds
at NWW saw no whail at Maradan Sounded
had 60 fathoms were ship to the Northward
so Cand. with strong wind Lat. in 46-25

Monday
January 20
1806

This 24 hour begins with strong wind at
West no Sterid North at 11 Am hand
the top sail at 4 Am Make sail
haded to the NWW at 10 Sounded had
55 fathoms No Bore of NE at Maradan
Sounded in 55 fathoms so Cand.
Lat. in 45-39

Wednesday
January the
21
1806

This 24 hour begins with light wind
and high swell at 2 Am saw Whales but
4 and killed 4 and sunk 2 and one went
of spouting blood the other our comfort
took. Left one iron and 60 fathoms of
line to the East saw Whales struck one
and broke the iron S. C. L. W. in 45-29

Wednesday
January
22
1806

This 24 begins with light wind. Saw
Whales but of struck one and set stove
but the line at 1 Am struck the whale
the same whale took her long side began
to butt at 8 Am finished butting at
3 Am began to try at 10 Am cut the sound
had 55 fathoms were ship to the NE
S. C. L. W. in 45-36

Thursday
January
23
1806

This 24 hour begins with bright wind.
From the WNW saw no Whales
at 8 Am hauled the fore sail left
Dresser Main top sail at 9 hauled Main
top sail but out the try works at
2 Am more Madroit set the try works
to bring set Main top sail and fore sail
began to stow down fore sail saw Whales
S. C. L. W. in 45-18

Friday
January the
24
1806

This 24 hour begins with bright wind
and high sea saw Whales 5 sail in sight
at 9 Am finished trying at 10 Am
split the light try Main top sail
to the East bright wind employed stowing down
S. C. L. W. in 45-25

Saturday
January 25
1806

This 24 hours begins with bright wind
and high sea from the SW. Bent spruce
main top sail. These sail is sight at 8 Am
sounded had 57 fathoms with saw right whails
at 9 Am had the top sail at 4 Am
made sail saw whails struck one and lost
S. O. D. with biggest weather light is 45. 26
Depth of water 60 fathoms

Sunday
January 26
1806

This 24 hours begins with bright wind at SW
Ch. H. whails but could not strike saw one
sail at 10 Am sounded had 60 fathoms had
the top sail had in with at 4 Am made
sail saw whails put off Capt. Holger
struck one but the sunk S. O. D. with bright
wind at North S. M. is 46. 25

Monday
January 27
1806

This 24 hours begins with bright wind
had I fore and mize top sail pulled
up. Main top sail had fore sail at
4 Am more made at the top sail speaks
Philip andia Pygott at Maradan had the
top sail with bright wind and high sea
saw whails S. M. is 45. 24 S. fth of water 55 fathoms

Tuesday
January 28
1806

This 24 hours begins with bright wind and
high sea. Middle part moderate at 4 Am
made sail saw whails and struck one the
the Swan at 10 our comfort struck one
and parted the line she went off
S. O. D. this light is 45. 10 South
Depth of water 58 fathoms

Monday
January 2th
29
1806

This 24 hours Begins with light
Breezes and light swell Saw Mail Boat
one took her long side ship came
at 11 Am hauled the top sail and
hoisted sail with bright wind at north
threw sail in light M. d. d. Part strong
bale at noon 12. At 1.30 Main top sail
Latter Part strong bale at 1 PM
the same could not have
Mail S. C. L. N. O. I

Monday
January 30
1806

This 24 hours Begins with strong
bale at 5 Am were ship to the S. C.
Sawd had 60 fathoms water at 2 Am
hauled 1.30 Main top sail took
in the West Beate at 6 Am 1.30 Main
top sail were ship to the W. W. W. at 10
S. H. were ship to the S. C. Employ
Repairing the West Beate S. C. and
with strong bale at 1 PM S. H. 45-55

Monday
January 31
1806

This 24 hours Begins with bright wind and
high sea Saw the Washington to the East
at 4 Am hauled the fore sail at
5 Am 1.30 the fore sail spoke ship
Halodan Capt. Swain S. C. L. H. 45-55

Tuesday
February 1st
1806

This 24 hours Begins with high swell at 2
Am 1.30 Double reef fore top sail
at 4 Am hauled fore top sail at 4 Am Made
sail steved South Saw Mail Boat but
could not strike at Maradan hauled fore and
Mizen top sail S. C. and S. H. 45-55 South

Sunday

February

2

1806

This 24 hours Begins with Bright Wind
at noon at 1 Pm Doubled Bright Main
top Sail Saw the Ship Cabo Capt. Holger
at 1 Pm hauled fore sail took in the Mast
Boats at 5 Am let the fore sail at 10 Pm
were ship to the north Lat $45^{\circ} 44'$

Monday

February

3

1806

This 24 hours Begins with strong Gale
Saw three Ships to the north at 8 Pm
hauled the fore sail at 4 Am Made sail hauled
to the Mast at 10 Pm hauled the top sail
with Bright Wind at 1 Pm were ship to
the S E Saw Whail S. Ead.

Tuesday

February

4

1806

This 24 hours Begins with Bright Wind and high
Sea Middle Part Light Breezes at 2 Am
were ship to the S E at 4 Am Made sail
Saw Whail Out of Port (could not strike
Came on Board Steved to the S W S E
Lat $45^{\circ} 35'$ South D. 11° W. 56 fath.

Wednesday

February

5

1806

This 24 hours Begins with Bright Wind. From
the NW W Steved to the S W at 3 Pm
hauled Mizer top sail Number of Ships in
Sight at 11 Pm had 60 fathoms Water
hauled fore top sail and fore sail at 4 Am
Made sail Saw Whail Out of Port and killed one
took her long Dike the same Lat $45^{\circ} 36'$

Thursday

February

6

1806

This 24 hours Begins with Bright Wind and
Breeze Sea Saw Whail (shot but could not
strike at 9 Am hauled the top sail at 4 Am
Made sail Saw Whail Out of Port and
killed one and the sunb W Came on
Board S. Ead Lat in Plenty of Whail

Monday
February
1806

This 24 hours Begins with Cloudy weather
Saw Whirl But of Struck one and Dressed
the Oven at 5 Am Struck 2 more and
S.A. saw the Spitting Bluffs the Dressed
the Oven and went of Mr. Came on Board
and the top Sails Cleff Dressed Main
top Sail at 4 Am Made Sail Saw
Whirl But of Struck and held one took
her being still began to cut to Carl

Tuesday
February
1806

This 24 hours Begins with Bright Wind
at noon at 2 Pm our Comfort S.A.
2 Whirl Middle and Latter Part of day
all hands busy stringing to Carl. L.H. 45-53

Wednesday
February
1806

This 24 hours Begins with gentle E. by
and Cloudy Wind. at 10 Am Saw Whirl
S.A. the top Sail But of S.A. one took
her being still began to cut at
8 Am by 12 Noon at 3 Am Bright
Wind at South began to cut at Nevada
S.A. her all in began to try and then began
Saw oil to Carl. No 9 Am 46-55

Thursday
February
1806

This 24 hours Begins with Bright Wind
all hands employed stringing and stringing
Down Middle Part Bright Breeze and
Variable at 5 Am S.A. the top Sails
Saw Whirl Struck one and parted the
line to Carl. This

Friday
February
1806

This 24 hours Begins with Bright Wind
Whirl But could not stick at 8 Am hands
the top Sail Middle Part Bright Wind at
with Latter Part employed stringing Saw oil
4 Ships in sight to Carl

Wednesday
February
12
1806

This Day Begins With Bright Wind and
high Sea Employed Hoisting Down sail
and tugging at 4 Am wore ship to the
NW Middle and latter Part Strong Gale
Finished tugging Saw 5 Sail S. East

Thursday
February
13
1806

This 24 hours Begins With Strong Gale
at 6 Am wore ship to the SSE Middle
Part More M. East latter Part Employed Hoisting
Down sail S. at the top Sail S. East. This

Friday
February
14
1806

This 24 hours Begins With Bright Wind at NW
We had to the North Saw no Whail at 8 Am
handed the top Sails at 4 Am Made Sail Saw
Whail Part Could Not Strike. Lat $45^{\circ} 25'$

Saturday
February
15
1806

This 24 hours Begins With B. East
Weather Saw Whail Part of B. at one to
Each Ship at 9 Am then began
to tug At 11 Am our Company got
a rather Whail. S. East. This

Sunday
February
16
1806

This 24 hours Begins With B. East
Weather spoke with the Dranger and
Dolphin Middle Part Gentle Breezes
latter Part Bright Wind Saw about 10
S. East With tugging Lat $45^{\circ} 25'$

Monday
February
17
1806

This 24 hours Begins With Bright Wind
From the North Saw no Whail at 8 Am
handed the fore sail Bright Wind all
the Middle Part latter Part finished
tugging began to Hoist Down so
East With Strong Wind latter $45^{\circ} 40'$

Tuesday
February
18
1806

This 24 hours begins with strong
wind at north direction strong
dawn set the fore sail & sail.

Wednesday
February
19
1806

This 24 hours begins with shower
of rain at 6 am hauled the fore
sail at 7 am set the fore sail with
light shower of rain and foggy. Completed
repairing Capt. & Co. L. M. 45:57

Thursday
February
20
1806

This 24 hours begins with thick weather
at 1 am set the top sail & sail. But
of Butt could not strike at 4 am
hauled the top sails & had 64 fathoms
at 2 am were ship to the end
at 4 P.M. made sail & sail. But of
set one took her long side. began to
butt & Co. L. M. 45:57

Friday
February
21
1806

This 24 hours begins with gentle breeze
our comfort set & sail at 4 am
set our sail at 6 am hauled the top
sail began to try at 6 am set
the top sails & sail. But
could not strike. & Co. L. M. 45:57

Saturday
February
22
1806

This 24 hours begins with pleasant
weather wind. From the Capt. & sail
sail. But could not strike.
middle part light wind. From the north
batter part speaks Capt. & sail
Capt. Williams they came on board
& Co. L. M. 45:57

Sunday
February
23
1806

This 24 hour begins with Breeze from
from the North Employed Stowing
Down San Juan Whail at 2 Am then
down under Cloft Draft Main top Sail
and Fore Sail at 6 Am set Fore top
Sail finished stowing Down 19 Cans with 1999

Monday
February
24
1806

This 24 begins with Breeze from
Hogg shifted mousing to the South East
for Cans San Juan Whail at 6 Am 1999
handed Fore top Sail at 9 Am Breeze set
Fore top Sail at 11 1999 handed Fore top
Sailed had 61 fathoms to Cans. no also a

Tuesday
February
25
1806

This 24 hour begins with Breeze from
from the North Cooper Employed Stowing
up Shogles Middle and latter light
Showers of Rain at 10 Am set the
top Sails spoke Capt. Craft all
Haul to Cans latter 46. 19

Wednesday
February
26
1806

This 24 hour begins with light
Breezes from the SE San Juan Whail
and Cloft Butt could not strike
at 11 Am handed the top Sails at 2
Am strong S. by at latter handed to Cans
Cloft Draft M top Sail at 4 Am more
Ship set to Sail latter 46. 06 South

Thursday
February
27
1806

This 24 hour begins with strong S. by
and high Sea at latter shifted to the SE
at 11 Am light air and high Sea
hauled up the M. Sail strong S. by at
with all the Middle part at 6 Am set
the Fore Sail handed to Cans
Latter 46. 24 South

Friday
February 2nd
1806

This 24 hour began with Breeze wind
From the NW at 4 A top sail hauled
to the South ran two sail hauled the
Slings of the Main yard and staved Main
Swifter at 5 Am ran Main but of
got one took her long side began
to butt so bad with strong heel at NW

Saturday
March 1st
1806

This 24 hour began with strong
breeze at NW at 6 Am finished putting
began to try Middle part strong
wind at 6 Am sent the fore sail
ran down Main staved head 40 fathoms
so bad trying latter 47-13

Sunday
March 2nd
1806

This 24 hour began with Breeze
Wind. Made shift to the North set
fore top sail at morning finished
trying began to show down so bad

Monday
March 3rd
1806

This 24 hour began with gentle breeze
ran Main but of hild and sunk one
at 2 Am hild a rather took her
long side the same at 6 Am hild
a rather took her long side at 5 Am
began to butt brook one runner back
and Quitted and staved down the remainder
of the sail so bad with Pungent water

Tuesday
March 4th
1806

This 24 hour began with more moderate
began to butt at 4 Am our consent
got a Main at 8 Am finished putting
speak with Captain Sealer and Captain Tapan
sent home bottles so bad with 6899
latter 46-34

Wednesday
March ^{the} 5
1806

This 24 hour Begin with bright wind
From the NE Middle part ahead of main
wind from the NW at 6 P.M. the
A-Sail were ship to the North Sea Whail
we were ship to the SW P.M. the A-Sail
Whail bound to windward we did not put
of 19 Cords 6 sail in sight 6.15 46-38

Thursday
March ^{the} 6
1806

This 24 hour Begin with bright wind
handed A-Sail at 4 P.M. had
were sail at 9 Am finished trying began to
stow down with bright wind and high sea
19 Cords one sail in sight no other

Friday
March ^{the}
1806

This 24 hour Begin with high breeze
and high sea at 4 P.M. all the
9th down at 3 Am made sail speak
Capt. Skrat at Maradan S.A. & Whail
took from brig. Little 19 Cords. Batt 47-14

Saturday
March ^{the}
1806

This 24 hour Begin with bright wind at
with at 1 P.M. began to put at 3 P.M.
got her all in began to try at 4 Am.
S.A. the top sail speak ship Captain
J. Day of Saghouer 19 Cords with trying
at Maradan 9th down S.A. one Whail
Batt in Brigs 47-10 C. 1/2 of the 80 fathoms

Sunday
March
1806

This 24 hour Begin with bright wind at
with at 4 Am had the top sail A-Sail
keep main top sail strong wind all the middle
part better part more moderate finished
trying began to stow down 19 Cords

Left by 4.15 20

Monday

March ~~the~~ 10
1806

this 24 hours begins with light breeze
at noon at 7 pm set the top sail strid
in with one sail in light middle part light
ails and variable at 6 am bright wind at
South handed the top sail and fore sail
so can depth of water 75 fathoms latter 47-1/2

Tuesday

March ~~the~~ 11
1806

this 24 hours begins with bright wind at
10E at 6 pm were ship to the East
at 5 am sounded had 75 fathoms made
sail made to the South wind at East
saw Whail Chapt Butt could not strike
so can with druggat water latter 47-1/2

Wednesday

March ~~the~~ 12
1806

this 24 hours begins with bright wind
and druggat from the NE handed the
top sail sounded had 74 fathoms were
ship to the SE handed fore sail
middle and little part raining water sounded
had 60 fathoms were ship set fore sail and
fore top sail so can with 1999 latter 46-1/2

Thursday

March ~~the~~ 13
1806

this 24 hours begins with bright wind
at South at 3 am handed fore top sail
middle part bright wind and 1999
at 5 am clear set the top sail had
in with so can with 69 fathoms latter

Friday

March ~~the~~ 14
1806

this 24 hours begins with modest breeze
saw Whail part of strake two and one
took bar long side the aliance at 3 am
began to retreat at 7 am took 2 had 1999
from the South handed our cable and haul
left the remains of bar so can 2 sail in sight
latter 46-1/2

Saturday
March ^{the} 15
1806

This 24 hour begins with hard Gale
and high sea Middle part more moderate
at 3 Am began to try two sail in light
with variable from WNW to NW saw one
whale to land Lat in $46^{\circ} - 75'$ South

Sunday
March ^{the} 16
1806

This 24 hour begins with bright breezes
from the NW were ship to the NW
Sprake Capt. Goddard and Capt. Shoat and
Capt. Keath at 7 Am hauled the top sail
hauled to the NW at 10 Am were ship to
the NW wind from the NW at 7 Am
cut out the fore sail and the fore sail
the main top sail began to show down
saw no ships to land Lat in $46^{\circ} - 26'$ S

Monday
March ^{the} 17
1806

This 24 hour begins with strong Gale
from the NW and continues all the middle
and latter part wind had 13 fathoms Lat in $46^{\circ} - 46'$ S

Tuesday
March ^{the} 18
1806

This 24 hour commences with strong
Gale at NW and high sea were ship
to the NW attended with lightning and
thunder with light shows of rain to
land with blustering weather no obs in

Wednesday
March ^{the} 19
1806

This 24 hour commences with light
wind and high sea sound had 10
fathoms saw one right whale middle part
light breeze at NW had 10 fathoms at 5 Am
sound had no bottom set all sail hauled
in NW saw their backs to land
with light breeze at NW
Lat in $45^{\circ} - 05'$ South

Thursday
March the
20
1806

This 24 hour begins with gentle breeze
at North head in WNW saw one bright
whale butt of butt could not strike
at 6 Am sound had 79 fathoms
handed the top sail at 4 Am handed
the fore sail with squally weather at 6 Am
more M. d. at 8.4 all sail M. d. Vane. all
Hove in with to NW saw whale and Chopt
butt could not strike at 11 were ship
to the North wind at night so could not sleep

Friday
March the
21
1806

This 24 hour begins with bright wind
and Buggitt sea saw some whale
sound had 46 fathoms handed the
top sail at 5 Am. D. the top sail
stayed in WNW wind at NW saw
one bright whale between 47-57

Saturday
March the
22
1806

This 24 Commences with bright
wind at NW head in WNW
handed the top sail at 2 Am squally
handed the fore sail Chopt Chopt
M. top sail at 6 Am M. d. at
Breeze D. all sail Chopt whale could not

Sunday
March the
23
1806

This 24 hour gentle breeze at NW saw
whale butt of struck one 8.4 saw the
spouting blue the Geneva dead the with 98
handed the top sail and fore sail sound had
63 fathoms light and all the middle part at
5 Am bright wind at NW D. the fore sail
stayed to the North saw no whale between 46-45

Monday
March the
24
1806

This 24 hours Begins with Breeze Wides
and Prof Sea Saw no Whales Sounded had 65
fathoms hauled the top sail and Fore sail
Breeze Wides all the Middle Part at 5 Am
Moderate Sounded had 75 fathoms set all sail
with Light Breeze and Calm Breeze our
Ship Shoot Sam Paul Saw two Sail

Tuesday
March the
25
1806

This 24 hours Begins with Light Breeze
at 11 AM Steered in WSW Saw no Whales
at 6 Am hauled the top sail and Fore sail
Breeze Wides and Squally all the Middle Part
at 2 Am were Ship to the NW Wind
at South at 6 Am Moderate set the
top sail at 4 PM hauled the top sail
and Fore sail with Strong Gale at
SW were Ship to the WSW South in 46.25

Wednesday
March the
26
1806

This 24 hours Begins with Strong Gale
from the SW at 6 Am Sounded had
65 fathoms hauled Squally of hail all the
Middle Part at 9 Am Sounded had 60 fathoms
were Ship to the SE So Can. with
hard Gale at SW South in 45.25

Thursday
March the
27
1806

This 24 hours Begins with Strong
Gale and Squally of hail from the
SW Saw nothing remarkable
at 11 Am set the top sails hauled in to
the NW Bent Spare top sail by the
Part Strong Gale at NW were Ship
to the South Saw no Whales So Can. in
South in 45.32

Friday
March ^{the} 28th
1806

this 24 hours begins with strong Sols
From the West saw no Whail Employed
Preparing sail at 6 Am hauled the top sail
and fore sail Chapt Mizen top sail
at 8 Am Made sail saw Whail out of
stroke and broad the iron and West of
S. East 64 fathoms Lat in 45-36

Saturday
March ^{the} 29th
1806

this 24 hours begins with gentle breeze
at West stroke one Whail got her to
sprouting black part the line and West
of at 6 Am hauled the top sail lay
to the north with hauled tack and broad
at 12 Night Tack'd ship at 6 Am
Made sail saw Whail Chapt Butt could
not strike so East Lat in 45-32

Sunday
March ^{the} 30th
1806

this 24 hours begins with Calms saw
one Whail Butt of could not strike
at 6 Am hauled the top sail sound
had 63 fathoms at 8 Am sound had 60
fathoms set the top sail steady to the West
with strong Sols at NWSW hild a hagg
so East Lat in 45-38

Monday
March ^{the} 31st
1806

this 24 hours begins with strong Sols at
NWSW hauled Mizen top sail sunset hauled top
at 5 Am Made sail speaks ship India Regent
Chapt Whail could not strike came on board
so East with light breeze at SE no other

Tuesday
April
First
1806

this 24 hours begins with Breeze wind
and thick weather Chapt Whail could not
strike came on board hauled Mizen top sail
at 6 hauled fore top sail at 8 Am sound
had 63 fathoms set the top sail speaks
ship Association Capt. Clark so East
putting main top & Rigge no other

Thursday
April the
2
1806

this 24 hours Begins with Bright Wind, and
thick weather From the East. Saw no Whail
Got up Main to the Gallant Mast
at 6 hauled the top Sail at 5 Am Sound
had 62 fathoms. Saw Whail and Chaff Butt
could not strike. Saw 3 Ships. Lat $44^{\circ} 39'$

Thursday
April the
3
1806

this 24 hours Begins with Moderate Breeze
Chaff Whail could not strike. Spoke Ship
Pranger and Tappin at 6 hauled the top
Sail at 5 Am set the top Sail Chaff
Whail could not strike. So Can.

Friday
April the
4
1806

this 24 hours Begins with Bright Wind
and foggy from the NW Sound had
60 fathoms. Made Ship to the NW in
Company with the Pranger and Tappin
at 6 hauled the top Sail Middle and
Latter Part Bright Wind at 10 Am
set the Fore Sail. So Can. Lat $45^{\circ} 45'$

Saturday
April the
5
1806

this 24 hours Begins with Bright Wind
From the North. Saw no Whail at 9
Am hauled Fore Sail Strong Gale
all the latter Part So Can. Lat $45^{\circ} 12'$

Sunday
April the
6
1806

this 24 hours Begins with Strong
Gale Spoke Ship Name Middle Port
Strong Wind and Main to the Port the same
So Can. Sound had 60 fathoms. Saw Whail

Monday
April the
7
1806

this 24 hours Begins with Bright Wind
and Main at North at 9 Am made
Ship to the NW hauled Fore Sail
latter Part Spoke Ship Exchange one Man
So Can with hand Shovel Main

Wednesday
April ^{the} 8th
1806
This 24 hours Begins with strong
wind at NE and rain. At 11 AM
Capt. hath at 11 AM. We sail
to the NW. hauled the fore sail at
6 AM sound had 60 fathoms.

Wednesday
April ^{the} 9th
1806
This 24 hours Begins with bright
breeze from the NE. At 2 AM
we ship to the SE at 6 AM
sound had 60 fathoms. We
ship to the NW at Maradan.
We ship to the SE at 1 PM. At
sail hath: 45. 58 South.

Thursday
April ^{the} 10th
1806
This 24 hours Begins with strong
wind and high sea from the
NW. The sail is right to SE
batter. At 8 AM sent up main
top & yard Bent M. Sail fore sail
Mizen top sail and Gill. Spoke Capt.
Godlag so had bath in 46. 54.

Friday
April ^{the} 11th
1806
This 24 hours Begins with bright
wind from the South at 4 PM.
Sterid of NW in company with
Ship Dranger Ship Dauphin Ship
Hame and Ship Japson at 10 PM.
At 4 AM. M. top. G. sail at 4 AM. At
Main sail Mizen top sail and Gill. Spoke.
Capt. Wiff so had in the shot bath 45. 33.

Saturday
April ^{the} 12th
1806
This 24 hours Begins with bright
wind from the NE. At 1 PM. We
set one middle part squally with thunder.
had top & sail at 9 AM. At 3 PM. sail
wind at NE Sterid NW in company
with Ship Hame sound had 60 fathoms.
batter 45. 74.

Sunday
April the
13
1806

This 24 hours begins with strong Gale
from the SE then NW at 8 Am hand
Main top - 3. Sail Main sail Mizen top sail
and Jib. Left Draft H - and Main top sail
at 6 More Modest Sound, I get no Bottom
at out the Deep D. A. M. sail Mizen top
Main top - 3. Sail and Jib. the same out
at 8. Light 19 Cand. Wind. From the South
then NE Lat is $43^{\circ} 42'$

Monday
April the
14
1806

This 24 hours begins with Bright Wind
from the South then NE D. A. then
Sail Middle out light wind and thick
Weather latter part light air and clear
 Lat is $42^{\circ} 33'$ Longitude $59^{\circ} 39'$ West

Tuesday
April the
15
1806

This 24 hours begins with light air at
NW then NE to the NE saw Black light
out of 8. A. one Middle out Bright Wind
from the North then to the NE latter
part Wind shifted to the South handed top
- 3 - sail and Main sail Left Draft the top
sails so early with hand wind and Main
by 10. 12. 14. 16. 18. 20. 22. 24. 26. 28. 30. 32. 34. 36. 38. 40. 42. 44. 46. 48. 50. 52. 54. 56. 58. 60. 62. 64. 66. 68. 70. 72. 74. 76. 78. 80. 82. 84. 86. 88. 90. 92. 94. 96. 98. 100. Longitude by 24. $58^{\circ} 34'$

Wednesday
April the
16
1806

This 24 hours begins with hand Wind and
Rain from the South at out one Draft
of 10 and Main top sail D. A. Mizen top sail
Middle part hand Wind and high Sea
latter part More Modest D. A. out the Deep
D. A. Main sail and top - 3. sail and then
so early. Lat is $41^{\circ} 15'$ Longitude $56^{\circ} 54'$ West

Thursday
April
17

This 24 hours begins with Bright Wind from
the NW then at 10 top sail at 6 Am in 11
top - 3. sail strong Gale all the Middle part
at 12 light hand. M. top - 3. sail at 4 Am
hand Mizen top sail Single Draft 10 top sail
at 7 D. M. D. A. Mizen top sail and M. top - 3. sail
 Lat is $39^{\circ} 49'$ Longitude $54^{\circ} 48'$

Friday
April 18th
1806

This 24 hours begins with strong wind and squally from the W. at 4 Am single reefed Main top sail and Main all the Middle part at 6 Am more moderate. Let out the Reefed St. Steering Sail Length is $\overline{38} \cdot \overline{38}$ — Length $\overline{52} \cdot \overline{14}$

Saturday
April 19
1906

This 24 hours began with strong gale
and high sea at 8 Am in steering sail
hand. 2. M. top. 4. sail. Drove the top sail
stowed N.W. 10. 12. 14. 16. 18. 20. 22. 24. 26. 28. 30. 32. 34. 36. 38. 40. 42. 44. 46. 48. 50. 52. 54. 56. 58. 60. 62. 64. 66. 68. 70. 72. 74. 76. 78. 80. 82. 84. 86. 88. 90. 92. 94. 96. 98. 100. 102. 104. 106. 108. 110. 112. 114. 116. 118. 120. 122. 124. 126. 128. 130. 132. 134. 136. 138. 140. 142. 144. 146. 148. 150. 152. 154. 156. 158. 160. 162. 164. 166. 168. 170. 172. 174. 176. 178. 180. 182. 184. 186. 188. 190. 192. 194. 196. 198. 200. 202. 204. 206. 208. 210. 212. 214. 216. 218. 220. 222. 224. 226. 228. 230. 232. 234. 236. 238. 240. 242. 244. 246. 248. 250. 252. 254. 256. 258. 260. 262. 264. 266. 268. 270. 272. 274. 276. 278. 280. 282. 284. 286. 288. 290. 292. 294. 296. 298. 300. 302. 304. 306. 308. 310. 312. 314. 316. 318. 320. 322. 324. 326. 328. 330. 332. 334. 336. 338. 340. 342. 344. 346. 348. 350. 352. 354. 356. 358. 360. 362. 364. 366. 368. 370. 372. 374. 376. 378. 380. 382. 384. 386. 388. 390. 392. 394. 396. 398. 400. 402. 404. 406. 408. 410. 412. 414. 416. 418. 420. 422. 424. 426. 428. 430. 432. 434. 436. 438. 440. 442. 444. 446. 448. 450. 452. 454. 456. 458. 460. 462. 464. 466. 468. 470. 472. 474. 476. 478. 480. 482. 484. 486. 488. 490. 492. 494. 496. 498. 500. 502. 504. 506. 508. 510. 512. 514. 516. 518. 520. 522. 524. 526. 528. 530. 532. 534. 536. 538. 540. 542. 544. 546. 548. 550. 552. 554. 556. 558. 560. 562. 564. 566. 568. 570. 572. 574. 576. 578. 580. 582. 584. 586. 588. 590. 592. 594. 596. 598. 600. 602. 604. 606. 608. 610. 612. 614. 616. 618. 620. 622. 624. 626. 628. 630. 632. 634. 636. 638. 640. 642. 644. 646. 648. 650. 652. 654. 656. 658. 660. 662. 664. 666. 668. 670. 672. 674. 676. 678. 680. 682. 684. 686. 688. 690. 692. 694. 696. 698. 700. 702. 704. 706. 708. 710. 712. 714. 716. 718. 720. 722. 724. 726. 728. 730. 732. 734. 736. 738. 740. 742. 744. 746. 748. 750. 752. 754. 756. 758. 760. 762. 764. 766. 768. 770. 772. 774. 776. 778. 780. 782. 784. 786. 788. 790. 792. 794. 796. 798. 800. 802. 804. 806. 808. 810. 812. 814. 816. 818. 820. 822. 824. 826. 828. 830. 832. 834. 836. 838. 840. 842. 844. 846. 848. 850. 852. 854. 856. 858. 860. 862. 864. 866. 868. 870. 872. 874. 876. 878. 880. 882. 884. 886. 888. 890. 892. 894. 896. 898. 900. 902. 904. 906. 908. 910. 912. 914. 916. 918. 920. 922. 924. 926. 928. 930. 932. 934. 936. 938. 940. 942. 944. 946. 948. 950. 952. 954. 956. 958. 960. 962. 964. 966. 968. 970. 972. 974. 976. 978. 980. 982. 984. 986. 988. 990. 992. 994. 996. 998. 1000. 1002. 1004. 1006. 1008. 1010. 1012. 1014. 1016. 1018. 1020. 1022. 1024. 1026. 1028. 1030. 1032. 1034. 1036. 1038. 1040. 1042. 1044. 1046. 1048. 1050. 1052. 1054. 1056. 1058. 1060. 1062. 1064. 1066. 1068. 1070. 1072. 1074. 1076. 1078. 1080. 1082. 1084. 1086. 1088. 1090. 1092. 1094. 1096. 1098. 1100. 1102. 1104. 1106. 1108. 1110. 1112. 1114. 1116. 1118. 1120. 1122. 1124. 1126. 1128. 1130. 1132. 1134. 1136. 1138. 1140. 1142. 1144. 1146. 1148. 1150. 1152. 1154. 1156. 1158. 1160. 1162. 1164. 1166. 1168. 1170. 1172. 1174. 1176. 1178. 1180. 1182. 1184. 1186. 1188. 1190. 1192. 1194. 1196. 1198. 1200. 1202. 1204. 1206. 1208. 1210. 1212. 1214. 1216. 1218. 1220. 1222. 1224. 1226. 1228. 1230. 1232. 1234. 1236. 1238. 1240. 1242. 1244. 1246. 1248. 1250. 1252. 1254. 1256. 1258. 1260. 1262. 1264. 1266. 1268. 1270. 1272. 1274. 1276. 1278. 1280. 1282. 1284. 1286. 1288. 1290. 1292. 1294. 1296. 1298. 1300. 1302. 1304. 1306. 1308. 1310. 1312. 1314. 1316. 1318. 1320. 1322. 1324. 1326. 1328. 1330. 1332. 1334. 1336. 1338. 1340. 1342. 1344. 1346. 1348. 1350. 1352. 1354. 1356. 1358. 1360. 1362. 1364. 1366. 1368. 1370. 1372. 1374. 1376. 1378. 1380. 1382. 1384. 1386. 1388. 1390. 1392. 1394. 1396. 1398. 1400. 1402. 1404. 1406. 1408. 1410. 1412. 1414. 1416. 1418. 1420. 1422. 1424. 1426. 1428. 1430. 1432. 1434. 1436. 1438. 1440. 1442. 1444. 1446. 1448. 1450. 1452. 1454. 1456. 1458. 1460. 1462. 1464. 1466. 1468. 1470. 1472. 1474. 1476. 1478. 1480. 1482. 1484. 1486. 1488. 1490. 1492. 1494. 1496. 1498. 1500. 1502. 1504. 1506. 1508. 1510. 1512. 1514. 1516. 1518. 1520. 1522. 1524. 1526. 1528. 1530.

Sunday the 24 hour begin with more modest but
 spread out the Reef set Main Sail and Main
 1806²⁰ S. Sail Middle Mast the 1st Squally with
 hauled top S. Sail at 7 Am Dull. Reef the
 top Sail at 11 Lt one Reef out Main top Sail
 Shaved Lt top S. Sail S. W. 56. $\frac{44}{44}$ - Length 44 - 42.

Monday
April the
21st
1806

This 24 hour begins with bright sun
and variable breeze soon the wind altered
with squally weather then I was employed
towing our Black biff at 6 Am I pulled
Dropt down top sail single I Dropt M. & sail
at 5 Am with wind from the S.W. then I
was D. & all sail - L. the Port Breeze
gale S. by E. L. the 35-70 Long 46-32

Monday
 April 22
 1800

This day began with strong Gale at 1 PM
 Stevedores took in stowing sail. Part of the
 Daniel broke the M-top & part of the
 Mast strong Gale. Disabled about the
 top sails & the part the same day
 and the day before. Dade's number 33-37
 Long in 44-49

Wednesday
April the 23
1806

This 24 hour begins with strong gale and
high sea from the SW Course NW by N
O. 11. Drect the top sail set down fore
top b. yard at 11 Am here have two under
O. 11. Drect Main top sail at 10 Am
set O. 11. Drect fore top sail and bore of
NE by N 29 Cand. with hard gale and high sea
Latⁿ in 32. 48 Long^d in 43. 38

Thursday
April the 24
1806

This 24 hour begins with hard gale and
high sea from the SW Course NW by N
strong gale and squally all the middle part
Ship. I. 2 sea and throw our starboard Boat
to the port more modest set out the top
set top b. sail Latⁿ 30. 57 Long^d 41. 52

Friday
April the 25
1806

This 24 hour begins with Brigh breeze
from the SW Drect NW all set out
middle and to the part high air and calm
29 Cand. Latⁿ 29. 56 Long^d 41. 00

Saturday
April the 26
1806

This 24 hour begins with gentle breeze from
the NW Course NW by N San Dolphin at 7 Am
wind from the South and light shower of rain
O. 11. Drecting sail. 29 Cand. Latⁿ 28. 50 South
Long^d 40. 21 West Variation 80. 57. E

Sunday
April the 27
1806

This 24 hour begins with light breeze from the
SE Drect NW by N set Drecting sail at 8 Am
in the light sail Brigh wind and thick weather
from the East Course NW by N at 6 Am had
top b. sail Main sail and Mizen top sail at
10 Am strong gale at night were ship to
the East handed fore top sail O. 11. Drect
Main top sail set down top b. yard
29 Cand. no obs Latⁿ by Ball Clock
- 28. 38 South Long^d in 40. 50 West

Monday

Monday
April 28
1806

this 24 hours begins with squalls wind variable
at 3 am brisk wind from the West set the
top sail stowed NOON set out the top
at 6 D. the single sheet the top sail at 8
Doubled sheet the top sail hauled Main sail
and Mizen top sail Middle part Mizen Mast
set out the top Main sail set up
top 1/2 yard set stowing sail wind at 1 PM
Latd in 26. 59 South Longd in 39. 40 West

Tuesday
April 29
1806

this 24 hours begins with gentle breeze at 1 PM
Course NOON people employed on ships Duty
Middle and latter part light airs from the
SW Course NOON employed preparing
our stowed boat for land
Latd in 26. 08 South Longd in 39. 00 West

Wednesday
April 30
1806

this 24 hours begins with light airs from
the SW Course NOON people employed setting
yards and making sprays light airs
and variable all the latter part for land
Latd in 25. 38 South Longd in 38. 27 West

Thursday
May 1
1806

this 24 hours begins with light airs and
variable from SW to NE Course NOON
set up Main top 1/2. Trial Middle and
latter part light airs and calm caught
some Dolphin Tarsion by morning April 1st
00. 36 West Latd in 25. 15 South Longd in 38. 24 West

Friday
May 2
1806

this 24 hours begins with light airs and
a swell from the SW Middle and latter
part little breeze with light show
of rain Course to the N. N. W. from
the East S. East Latd in 24. 26
Longd in 38. 34

Saturday
May the 3
1806

this 24 hour begins with Brisk Breezes
from the NW Course to the NW Star Boats
at 4 Am took ship to the East hand
Down top - S - Sail Middle and better part. Gentle breeze
from the NW we had to the East. 19 Cards
Lat in By 24-15 South Long in 37-54 W

Sunday
May the 4
1806

this 24 hour begins with light breezes from the
North still had to the East middle wind. from
the NW. had up NEBS at 3 Am set the
light sail. better Brisk wind at SW Course
NEBS saw a Brigg had in to the Westward
19 Cards Lat in 24-04 Long in 37-03 W

Monday
May the 5
1806

this 24 hour begins with Brisk winds and
squally from the SE took in the light sail
at 5 Am had Main sail and Mizen top sail
at 11 the single drift and M-top sail
Middle part more moderate but Mizen top sail
Main top - S - sail at 11 Am set out the top
set the light sail. Steered NEBS with SW
Lat in 22-41 South Long in 35-24 W

Tuesday
May the 6
1806

this 24 hour begins with strong at SW
Course NEBS all sail out Brisk wind. all
the middle part at 4 Am came to way the Main
top - S - mast sent the stump down Clamps
it and sent it a light 19 Cards then
Lat in 21-02 South Long in 34-33 W

Wednesday
May the 7
1806

this 24 hour begins with gentle breezes from
the South Course NEBS Middle and better part
the same Lat in 19-12 Long in 33-14 W

Thursday
May the 8
1806

this 24 hour begins with Brisk winds at SE
Course NEBS began to wet the sail in the hole
Middle part Brisk trade and light squall
of rain at 6 Am Steered NW 19 Cards
Lat in 17-30 South Long in 32-09 W

Friday
May the 9
1806

This 24 hour begins with gentle trade breeze
and all sail set Middle Part Squally took in
sum of the light sail. Latter Part light airs
and Variable from E, S, E to N, W, S, S, E and
Lat^d is 15-40 South Longitude 31-28 West

Saturday
May the 10
1806

This 24 hour begins with light airs and Variable
from N, W, to North East from 10 to 5. and
to Repair the sail at 10 Am sent up the yard
and sail made light and Variable all the latter
Part from E, S, E to N, W, S, S, E with our Sails
taken in Board saw a Brigg steering to the
Southward Lat^d is 15-05 South Longitude 31-41

Sunday
May the 11
1806

This 24 hour begins with light airs and Variable
from E, S, E to N, W, S, S, E at 10 Am saw Sparrow
which out of bird's eye and saved one took her
Long. Side but was in S, E and
Lat^d is 14-29 South Longitude 31-52 West

Monday
May the 12
1806

This 24 hour begins with light airs and
Variable from E, S, E to N, W, S, S, E at 10 Am
Began to try our small whail S, E and
Lat^d is 14-00 South Longitude 32-02

Tuesday
May the 13
1806

This 24 hour begins with light airs and Variable
from N, W, S, S, E at 10 Am took 2 ship to the East
Middle Part Calm Latter Part light airs
at N, W, S, S, E to the N, W, S, S, E at 10 Am
took 2 ship to the East began with light airs
Lat^d is 14-01 South Longitude 32-02

Wednesday
May the 14
1806

This 24 hour light airs at North heading East
and S, E, S, Middle and latter Part the same
S, E and Lat^d is 14-26 Longitude 31-22

Thursday
May the 15
1806

This 24 hour begins with light winds and Squally
from E, S, E to South S, E steering sails
Middle and latter Part light airs and Variable
from S, E to N, W, S, S, E and
Lat^d is 13-52 South Longitude 31-10 West

Monday
May 16
1806
Thursday

This 24 hour begins with light airs and variable from East to NNE had to the NNE at 2 Am took ship to the East at 4 D. the took ship to the NNE Latⁿ 13-34 South Long^d 31-26 West

Friday
May 17
1806
Saturday

This 24 hour begins with light airs and variable from NNE to ENE at 4 Am took ship to the East Caught one Porpoise Latⁿ East wind at north had Latⁿ of ENE to ENE Latⁿ 13-34 Long^d 30-23 West

Sunday
May 18
1806
Sunday

This 24 hour begins with moderate breeze at north had to the ENE at midnight took ship to the NNE Latⁿ East North wind at NNE and north Latⁿ 13-21 South Long^d 30-33 West

Monday
May 19
1806
Monday

This 24 hour begins with moderate breeze and variable from ENE to north at midnight took ship to the ENE middle East light airs and calm Latⁿ East light breeze from the ENE Course north Latⁿ 12-54 South Long^d 30-27 West

Tuesday
May 20
1806
Tuesday

This 24 hour begins with moderate winds from the ENE Course north middle East wind at East Course NNE Latⁿ East D. the Latⁿ 12-03 Long^d 30-27 West

Wednesday
May 21
1806
Wednesday

This 24 hour begins with moderate trade at East Course NNE saw one Booby and plenty of hawks flying to the NNE at 10 Am set shore to port steering sail and trial wind at ENE Course NNE at 6 Am took steering sail and trial to ENE Latⁿ 10-58 South Long^d 30-17 West

Thursday
May 22
1806
Thursday

This 24 hour begins with light trade at ENE set steering sail Course NNE at 10 Am then NNE at Day light saw the land bearing from NNE to NNE Bent the cables at 10 Am took to the South Drift from the land 3 Leagues saw one small vessel bearing long shore to the NE at midnight sound had 14 fathoms water to ENE with a heavy hant and a hazy day

Latⁿ 10-05 South

Thursday
May the 23
1806

this 24 hour begins with moderate trade at
ESE hauled up SEB single drift main top sail
at sunset the land bore from west to
NNE so breeze drift sounded but no bottom
middle and better part hauled up SEB and SEB
Lat: $11^{\circ} 04'$ South Long: $35^{\circ} 40'$ West

Friday
May the 24
1806

this 24 hour begins with light breeze from
the East hauled up SEB middle part light
air hauled up SEB and SEB at 6 Am
tackled ship to the NE and ENE wind. Chased
the Eastward to land. Variation by compass $1^{\circ} 25'$ W
Lat: $11^{\circ} 24'$ South Long: $35^{\circ} 24'$ W

Saturday
May the 25
1806

this 24 hour begins with light breeze from
the SE hauled up NEB and ENE middle
part NE at 4 Am tackled ship to the NE
with squally weather at 8 Am tackled ship to the
NEB at meridian of NEB to land. Variation $1^{\circ} 25'$ W
Lat: $10^{\circ} 34'$ South Long: $35^{\circ} 00'$ West

Sunday
May the 26
1806

Streams
are full

this 24 hour begins with light air from the
East tackled ship to the South at 5 tackled
ship to the NE middle part moderate trade
at SEB hauled up NEB at midnight
tackled ship to the SSW at 3 Am tackled
to the NEB at day light saw no land
better part of fresh breeze and clear
Lat: $10^{\circ} 11'$ South Long: $34^{\circ} 30'$ W

Monday
May the 27
1806

this 24 hour begins with moderate trade from
the SEB hauled up NEB at midnight
sounded bottom at 2 Am tackled ship to
the NE sounded had no bottom at day light
saw no land to land hauled up NEB and SEB
Lat: $9^{\circ} 11'$ South Long: $34^{\circ} 00'$ W

Tuesday
May the 28
1806

this 24 hour begins with light air at SEB
storing sail saw no land at 7 Am took in stow sail
hard. Squall all the middle part wind at SEB
NE at 6 Am saw no land set stow sail
NNE and NNE and west to land
Lat: $8^{\circ} 04'$ South Long: $33^{\circ} 50'$ W

Thursday
May the 29
1806

this 24 hour begins with bright tracks at S E
stayed with at 2 Pm saw the land bearing
from SW to NW ^{6 leagues} track in the light sails
headed of NW by middle part stayed NW and
at 4 Am stayed with headed top 3- sails attended
with hard squall from the ESE at 11 Am stayed
NW by top 3- sails and in light 14 leagues
left at 11. stayed of NW headed top 3- sails
single, I heaved the top sails so close with hard winds
and rain so the day left by 100 leagues

Friday
May the 30
1806

this 24 hour attended with hard squall of
wind and rain parted starboard main shroud
at 6 Pm the land bore NW 3 5 leagues left
at 2 Am let out sheets stayed NW by
steering sail better part on bent cables and
stood anchors so close Variation 2-25 East
Lat in 24-17 South long 36-00 W

Saturday
May the 31
1806

this 24 hour begins with bright tracks and clear
course NW all sail out middle part the
same employed repairing sail and splitting
starboard main shrouds so close let the
drivers better 2-00 South long 37-01 W

Sunday
June
1806

this 24 hour begins with light squall of rain
from the SSE course NW at 4 Pm stayed
NW by better part bright tracks at SE with
light show of rain better 00-29 South long 37-02

Monday
June the 2
1806

this 24 hour begins with bright tracks at ESE
course NW by middle and better part attended with
hard show of rain course NW by with at SE
better by 1-04 North long 38-04

Tuesday
June the 3
1806

this 24 hour begins with squalls weather and
rain course NW by with variable from SSE
to ESE middle part hard show of rain
better the like same course NW by with
from the SSE to East so close
Lat in 1-39 North long 38-39 W

| | |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Thursday June the 5 th 1806 | Then 24 hour begin with light tracks at 2nd Court number set all the light sail middle part squally with hard shower of rain latter part D.M. employed preparing the water boats for 2nd. D.M. in 3 rd 45 north long in 34-55 west |
| Friday | |

Saturday
June 2nd
1806

their 24 hour begins with light breeze at noon &
course to the NW saw nothing remarkable
middle part wind at NW then I was to the part wind
variable from SSE to NW with light breeze of chain
observed fore top & sail and sent it & light
variation of length $0.3 - 0.00$ Cpt. Lott

| | |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Monday June 5 th 1806 | This 24 hours begin with light track and small squalls middle part hard shower of rain. latter part the like same so end. no also batt by sea. Dr. 5.44 height 40-54 m |
| Tuesday | This 24 hours begin with light track and small squalls middle part hard shower of rain. latter part the like same so end. no also batt by sea. Dr. 5.44 height 41-33 m |

Wednesday this 24 hours begin with blizzard tracks at Cape Courtois
 June 11. 1806. W.B.M. hauled up the barbed cable and laid it down
 a new middle part had good tracks in the light
 sail strong tracks in E. and S. E. wind. This
 24th - 27th - 55 N.A. Drift 43-33 N.A.

Thursday
June the 12
1806

this 24 hour begins strong trade at NE. Course
NW by N at 1 Am Departed this Ship Solomon began
after the sickness of 3 months at 5 Am attended
the funeral and committed his body to the sea
middle part parted starboard fore top mast back to stay
to the part split it and set it up in order
Latitude $19^{\circ} 13'$ North Longitude $44^{\circ} 33'$ West

Friday
June the 13
1806

this 24 hour begins with brisk trade Course NW by N
saw nothing remarkable middle part single sheet
main top sail strong trade all the better part Course
NW Latitude $18^{\circ} 46'$ North Longitude $46^{\circ} 13'$ West

Saturday
June the 14
1806

this 24 hour begins with strong trade hauled down
top & sail Course NW middle and better part
strong trade with light squalls of rain in order
Latitude $17^{\circ} 27'$ North Longitude $47^{\circ} 57'$ West

Sunday
June the 15
1806

this 24 hour begins with brisk trade at E, ft Course
NW set out the ship set top & sail
middle part strong trade hauled top & sail sheet
main top sail at 6 Am set out the ship set top & sail
better part sent down fore top & sail to repair the
sail at midnight sent it to the fore & sail in order
Latitude $14^{\circ} 17'$ North Longitude $50^{\circ} 01'$ West

Monday
June the 16
1806

this 24 hour begins with brisk trade and cloudy weather
NW hauled fore top & sail better part set fore
top & sail in order Latitude $16^{\circ} 03'$ North Longitude $50^{\circ} 54'$ West

Tuesday
June the 17
1806

this 24 hour begins with light trade at ESE Course
NW set strong sail middle and better part light
breeze showing on board Latitude $17^{\circ} 33'$ North Longitude $53^{\circ} 49'$ West

Wednesday
June the 18
1806

this 24 hour begins with light breeze at E, ft
Course NW light weather all the middle part better
part saw three sail standing to the South approach
of the Brigg on board Captain Farmer from Antigua
25 days out bound for Barbados Latitude $18^{\circ} 54'$ North Longitude $55^{\circ} 23'$ West

Thursday
June the 19
1806

this 24 hour begins with light trade at E, ft Course NW
middle part variable from E, ft to SE at 8 Am
steered NW by N with at E, ft set all the light sail
Latitude $20^{\circ} 07'$ North Longitude $56^{\circ} 54'$ West

Thursday
June the 20
1806
This 24 hour begins with blifent winds at 8.00
Course NW by N latter part Employed Squaring
Shattens and Hauling down the Digger on Bent
Hore to sail to Repair h. the part sent it I left
So Card. Lattd is 21-40 Crth Longd is 58-54

Friday
June the 21
1806
This 24 hour begins with light breeze from the
E & SE Course NW by N all hands Employed on the Digger
middle and latter part Scraping and Painting
So Card. Lattd is 22-52 Crth Longd is 59-06

Saturday
June the 22
1806
This 24 hour begins with light winds at 000
Course NW by N all hands Scraping and Painting
all hands Came on a luanee of water three
Squalls at 12.00 middle part Squally with
thunder latter part the same all hands Employed
Scraping and Painting Lattd is 23-56 Cr Longd is 59-58

Sunday
June the 23
1806
This 24 hour begins with Squally with the wind
at 000 Course NW by N attended with thunder
at 6 Pm speaks Schooner Jane of Baltimore
15 Days out Bound to Leguena Mouth
William Samuell latter part Employed Painting
So Card. with light breeze Lattd 24-47 Longd 60-36

Monday
June the 24
1806
This 24 hour begins with light winds at Card
Course NW by N middle and latter part blifent
Employed Painting So Card. Variation of 10° 00' west
Lattd is 25-30 Crth Longd is 61-08

Tuesday
June the 25
1806
This 24 hour begins with light breeze and clear
at 000 Course NW by N middle and latter part light
winds So Card. Lattd is 25-56 Crth Longd is 61-27

Wednesday
June the 26
1806
This 24 hour begins with light breeze and
clear from 000 to 10.00 Course NW by N (bought
one Dolphin middle part (Calam Employed
hauling the Ship and Repairing Main Sail
So Card. Course NW by N mid. at 10
Lattd is 26-34 Crth Longd is 61-55

Friday
June 27
1806

This 24 hour begin with light breeze and clear
at SE Course was at 10 Am wind from the
Starboard side steering sail on the barboard side latter
part saw one Schooner steering to the ESE to Dard
Lat^d 24-38 North Long^d 62-20 West

Saturday
June 28
1806

This 24 hour begin with light breeze at 11 Am
Course was at all the light sail saw two ships
haded to the NE middle part light breeze
with lightning latter part bright wind from
the Star saw two sail haded to the SE
at Maradan took in the steering sail to Dard
Lat^d 24-57 North Long^d 62-57 West

Sunday
June 29
1806

This 24 hour begin with bright wind at 1 Am
Course was at 4 Am haded top S. sail
saw 2 Schooner haded to the SE at 8 Am
singled bright the top sails at 9 Am Doubled Drift
at 3 Am haded Main sail and still wind from
the NW Course to the NW at 5 Am haded
Ship haded up NW Main sail at 6 Am
one Ship at main top S. sail Lat^d 30-00 Long^d 63-15

Monday
June 30
1806

This 24 hour begin with light breeze at 1 Am
haded up NW at midnight saw 2 Schooner
haded to the SE at 8 Am Calm at 9 Am
light air at East Steer'd NW at 10 Am
one Ship at steering sail, wind at SE to Dard
Lat^d 30-05 North Long^d 63-53

Tuesday
July 1
1806

This 24 hour begin with light air at 1 Am
Course was at up Starboard Main and Mizzen
Shroud middle part took in the steering sail
Wind at NW Course was at 6 Am at
one top mast steering sail and trial wind at NW
Lat^d 30-47 North Long^d 64-42 West

Wednesday
July 2
1806

This 24 hour begin with bright wind from the
Star Course was at 4 Am Squally Split Main
top S. sail haded Main top S. sail Doubled
Drift the top sail at 6 Am More Modest at
out the Ship at top S. sail and steering sail
One NW saw one sail haded to the SE to Dard
Lat^d 32-15 North Long^d 66-08 West

| | |
|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Thursday July the 3 1806</p> | <p>this 24 hour begin with Brisk Breeze from the SW Course was at 4 took in the Storing sail hauled top top S. Sail Brisk mid. all the Middle part at 6 Am set Main top S. Sail sent Down fore top S. yard and bent spare top S. Sail sent the yard up & the sail so. Eard. Latd is $34^{\circ} 06'$ with longd $67^{\circ} 30'$</p> |
| <p>Friday July the 4 1806</p> <p>Barrmela Latd $36^{\circ} 30'$</p> | <p>this 24 hour begins with Brisk wind at SW at Maradan Drect Main top sail hauled top S. Sails at 2 P.M. top S. Sail, and fore top mast Storing sail Course was saw one Barrmeltt middle part strong mid. took in the light sails at 6 Am set the light sail saw 3 ship steering to the ENE so. E. Latd is $36^{\circ} 10'$ with longd $68^{\circ} 33'$ with</p> |
| <p>Saturday July the 5 1806</p> <p>$66^{\circ} 40'$</p> | <p>this 24 hour begin with strong wind at SW at 1 Am speak ship Barrmela Taylor from Charleston for Macaws 17 Days out at 2 Am doubled Drect the top sail part fore and main shroud Course was in middle part wind variable from NW to Nth midnought took in ship to the NW at 6 Am set Main sail at 9 Dctts Lat out the fore set Main top S. Sail wind from the NE Course was so. Eard. Latd is $36^{\circ} 36'$ longd $69^{\circ} 40'$</p> |
| <p>Sunday July the 6 1806</p> <p>$67^{\circ} 14'$</p> | <p>this 24 hour begin with light breeze at NE Course was at 11 Am speak the Schooner Reathy Capt. Bonded better Brisk light airs at South Course was so. E. Latd is $37^{\circ} 04'$ longd $69^{\circ} 20'$ Variation $2^{\circ} 49'$ with</p> |
| <p>Monday July the 7 1806</p> <p>$67^{\circ} 29'$</p> | <p>this 24 hour begin with light breeze at South Course was saw two sail at 6 Am two sail in sight at 9 P.M. two sail in light speak Brigg Factor Allen of New York from Philadelphia for Burdon at 4 Am set and the Gulf Stream Latd $38^{\circ} 34'$ longd $70^{\circ} 02'$</p> |

Friday

July 5th
1806

68-19

This 24 hour begins with Brisk Breezes from
the SW Course NW by N. Saw Steers and Prock Head
at 4 Am saw two large Ships steering of to the
E & Middle Part Chain at 4 Am stood near
Saw one Sail at Maradan Sounded Goff and
Bottom So Cand. L. 10-59-56-Long. 10-59

Wednesday
July 7th
1806

This 24 hour begins with Gentle Breezes at 10 Am
Course NW by Bent Calles Brooks from the
Cambooke at 3 Am spoke a Brigg from
New Haven ~~by~~ hauls out sealed up Black Fish
Bore NW by N at 6 Am Sounded had 55 fathoms
Mud with Drift at 10 had 36 fathoms the same
Bottom Shorten sail at 12 had 35 at 4-35
Set all sail hauled up NW by N and NW by E from
the NW by N at 8 Am Sounded had 30 fathoms
the same Bottom Saw Marthens Vangard standing
N by E & hauls off So Cand. with light breeze
and clear sea Number of fishing Smacks
at Maradan 20 men and Bore L. 10-59-56-Long. 10-59
North by West 3 hauls off

Thursday
July 8th
1806

This 24 hour begins with light Breezes from
the NW by N at 1 Am took a Dogfish
at 3 Am Drift off by N man and a West three
the Sound with strong wind at 10 Am at 12 Am came
to anchor in homer hole in 5 fathoms at
6 Am S. A under way with light airs at 10 Am
at Maradan Calm came to anchor of the East (Ship)
So Cand. the Dog with homer holes

Friday
July 11th
1806

This 24 hour begins with light airs and variable at
1 Am hove up and went into the hole and anchored
in 4 fathoms at 10 Brisk wind at NW by N
So the Briff Bower anchor and rode at anchor
Small Bower L. the Part More Midnet hove up
the Briff Bower So Cand. with (Clear wind)

Saturday
July the 12
1806

This 24 hour begins with Breeze from
N.W. at 9 Am but the light breeze
at 4 Am more modest have up the light
breeze strong Gale all the fore part

Sunday
July the 13
1806

This 24 hour begins with strong Gale
and cloudy at noon middle part more
modest have short at 5 Am wind turned to
the N.W. Breeze out to the long Sarsis
So Card. in harbor hole

Monday
July the 14
1806

This 24 hour begins with strong Gale at
noon sent down there top S. Card
middle part more modest at 4 Am B. & under
way with the wind at north at 7 Little came
to anchor with the light breeze in 4 fathoms
N.W. at noon So Card.

Tuesday
July the 15
1806

This 24 hour begins with strong wind at noon
middle part calm at 5 Am made anchor
and moved out the hole at 6 Little light
air and calm at noon set all sail at
11 Am Calm came to anchor in 10 fathoms
N.W. with the light breeze bearing N.W. by
S breeze drift at Maradon N.W. anchor
with light air at 10 O.D. moved to the N.W.

Wednesday
July the 16
1806

This 24 hour begins with Breeze N.W. at
noon set all sail for North West
at 7 Am came to anchor 4 M.L. with
out the bar in 4 fathoms with at 10 strong
wind and rain at north at 2 Am B. &
under way with light wind at north and
went up to the bar at 5 Am came to
anchor in 6 fathoms with the small
breeze at 9 Little took a little hang
side and began to discharge oil
So Card.

Thursday the 24 hour begins with light wind.
Sunday the 27th
1806

Journal of C. J. Anderson

X 4

Sept
1850

Sun

Mon

Tue

Wed

Thurs

Fri

Sat

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